

# RICHLAND COUNTY COUNCIL

## SOUTH CAROLINA

### TRANSPORTATION AD HOC COMMITTEE

April 23<sup>th</sup>, 2019

1:00 PM

County Council Chamber

1. Call to Order
2. Approval of Minutes (Pages 1-17)
3. Adoption of the Agenda
4. Discussion: Three Rivers Greenway CSX Railroad Condemnation (Pages 18-19)
5. Approval of the Broad River Corridor Neighborhood Improvement Project Executive Summary and Recommendations (Pages 20-39)
6. Approval of Budget Transfers Between Penny Projects (Pages 40-41)
7. Approval of Dirt Road Package J (Pages 42-60)
8. Approval of the On-Call Engineering Services Agreement (Page 61)
9. Program Summary Update (Pages 62-68)
10. Pending Approvals (Page 69)



#### 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 26, 2019 – 1:00 PM  
Council Chambers  
2020 Hampton Street, Columbia 29204

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

OTHERS PRESENT: Michelle Onley, John Thompson, Eden Logan, Bryant Davis, Kimberly Toney, Edward Gomeau, Michael Niermeier, Allison Steele, Clayton Voignier, Mohammed Al-Tofan, Nathaniel Miller, James Hayes, 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: March 5, 2019** since Myers moved, seconded by Mr. Livingston, to approve the minutes as distributed.  
  
In Favor: Jackson, Myers and Livingston  
  
The vote in favor was unanimous.
3. **Adoption of the Agenda** – Mr. Livingston moved, seconded by Ms. Myers, to adopt the agenda as published.  
  
In Favor: Jackson, Myers and Livingston  
  
The vote in favor was unanimous.

Mr. Jackson thanked the Transportation Department and staff for the work they continue to do, particularly after moving so many items forward at the March 5<sup>th</sup> Council meeting. He also thanked the PDT staff for the work they have been doing in concert with the Transportation Department’s staff, especially since we announced the plans of the transition in house. He thanked them for their tremendous spirit of cooperation, as evidenced by today’s agenda.

Mr. Livingston moved, seconded by Ms. Myers, to reconsider the agenda.

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

Mr. Livingston moved, seconded by Ms. Myers, to amend the agenda to include the following item: “Approval of CR Jackson’s request to utilize Richland County’s Property for their assets, during the construction of Clemson Road Widening.”

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

- 3b. **Approval of CR Jackson's request to utilize Richland County's Property for their assets, during the construction of Clemson Road Widening** – Dr. Thompson stated CR Jackson has requested to have a laydown area for their equipment while they construct the Clemson Road Project. We want to be able to accommodate them. We have spoken to Mr. Niermeier, in his role as the Capital Projects Manager, and he okayed the area.

Mr. Jackson inquired where this is located.

Mr. Niermeier stated there is a former industrial parcel the County has directly behind Clemson Research Facility that is just a wooden area.

Mr. Jackson stated there is currently a laydown area on the corner of Clemson Road and Hardscrabble. He inquired if that is going to remain through the completion of Hardscrabble.

Mr. Beaty stated he would expect it would.

Ms. Myers moved, seconded by Mr. Livingston, to approve this item.

In Favor: Jackson, Myers and Livingston

The vote in favor was unanimous.

4. **Approval of the Executive Summary & Recommendations** –

- a. **Lower Richland Widening** – Mr. Beaty stated a public meeting was held on February 28<sup>th</sup> on the project corridor. There were a number of public comments the night of, and the 2-week period following the meeting. There was generally a lot support for the project, and the recommendation is keeping in line with the referendum to widen Lower Richland to 5-lanes, 2 in each direction with a middle turn lane, from Garners Ferry to Rabbit Run. The recommendation is design a traffic circle at the intersection of Lower Richland and Rabbit Run. The project also includes a 10-foot shared use path on the high school side, which will tie into the 10-foot shared used path being constructed separately as part of the SERN project.

Ms. Myers stated this is a major high school that abuts, at least 3 developments, as noted in the briefing documents. She inquired what the standard sidewalk width.

Mr. Beaty stated a standard sidewalk is 5 feet. He stated we have been designing, and are about to construct, a shared used path, which is 10 feet. On Bluff Phase I, they put 10 feet sidewalks next to the fairgrounds and 8 feet on the opposite side. The 10 feet sidewalk accommodates 2-way pedestrian/bike traffic. The 8 feet side was a split between a 10 feet and 5 feet sidewalk to account for the higher expected foot traffic.

Ms. Myers stated with the traffic from the high school, where there are a lot of kids walking back and forth, crossing the street to get to the store, and with the additional store being built on the other side, she is requesting that we consider making the sidewalks wider to accommodate for the children

walking back and forth in those paths.

Mr. Beaty stated, on the Lower Richland Boulevard, we are proposing a 10 feet wide shared use path.

Ms. Myers stated she is asking about the sidewalk piece where in some places we have expanded sidewalks because we know that people are walking both ways, not just people and bikes.

Mr. Beaty stated he believes the current typical section shows, on the other side of Lower Richland, us adding a 5 feet sidewalk. They could modify the typical section and add another 3 – 5 feet of sidewalk. The impact would be nominal costs and right-of-way.

Ms. Newton inquired how traffic going to Lower Richland High School is going to be safely accommodated.

Mr. Beaty stated they would require that the contractor maintain 2 lanes of traffic, at all time. There will be periodic time when they may have to flag traffic for a few minutes, but they will require the contractor to main a lane in each direction, throughout construction. During construction, he may have to shift those 2 lanes to the school side or to the vacant property side, which is a routine traffic control shift. He stated it is similar to the scenario on Hardscrabble Road where there are 2 schools, Rice Creek and Ridgeview High School. Typically, the contractor initially places barrels on each side of the 2 lanes, work outside those barrels, and then pave one side and shift his 2 lanes to that side while they work on the other. There will be a number of traffic shifts, but it will be similar on all widening projects.

Ms. Myers moved, seconded by Ms. Newton, to approve the Lower Richland Widening, with the requested accommodations mentioned during the discussion.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- b. Polo Road Widening** – Mr. Beaty stated they held a public meeting in February, which had over 100 people in attendance. The Polo Road Widening is the only widening in the referendum to go 3 lanes. The recommendation on Polo is beginning at Mallet Hill Road, by the soccer fields, adding a middle 2-way turn lane all the way to Two Notch. Also, the referendum wanted to accommodate bicycles and pedestrians, so they presented 2 options for accommodating bikes and pedestrians. The recommended alternative was to put a 10-ft. Shared Use path on one side.

Ms. Myers stated she has heard a lot from her constituents in this area. In the original recommendation, there was to be an additional public hearing, but the amendment now says to move forward.

Mr. Beaty stated they typically have 2 public meetings on a typical project. They had the 1<sup>st</sup> public meeting to present the project, and provide alternatives to the public. In this case, how we accommodate bikes and pedestrians were the alternatives. If this body was to recommend a particular alternative, they would engage the On-Call to design project from approximately 30% to 70% design, and then go back out to the public with more detailed information. Usually at that point, they update the public, but they can tell them specific impacts to their property.

Ms. Myers stated she is looking at the recommendation that was in the agenda packet and the

recommendation today, which is slightly different. She inquired what the difference is, and what makes us ready to move further.

Mr. Beaty stated he would have to lean on additional comments they received since the public meeting. He does not know of any significant changes in their recommendations.

Mr. Jackson inquired where and how the feedback received from the public hearing has been incorporated into what is being proposed.

Mr. Beaty stated they summarize the comments, and take into consideration the number of comments opposing or supporting the projects. It should be noted, at the meeting, and then shortly after the meeting, approximately 1/3 of the respondents said they did not see a need for the project at all. To take the money and go elsewhere. The other 2/3 said they want the project, but they have preferences.

Mr. Jackson stated, for clarification, the next step, if approved, would be to take the On-Call Engineering design and scale it up to a greater degree of completion, and then take that back to another scheduled public hearing.

Mr. Beaty stated they would go back at what they call the 70% completion where they know the impacts to drainage and properties. They would have an updated cost estimate. This would be before they acquire any right-of-way in case any changes were wanted.

Mr. Livingston moved, seconded by Ms. Myers, to approve this item.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- c. **Smith/Rocky Branch Greenway A, B, C** – Mr. Beaty stated Smith/Rocky Branch Greenway had 3 sections identified in the referendum. Section A and B were more on the Smith Branch section, and would be described as being at the Broad River Road canal head works. One of the sections would begin there, go up the Broad River and come around and tie into Clement/Duke. Another section would go from Clement/Duke, follow Smith Branch to Earlewood Park, cross North Main, go all the way to the Bull Street development. The 3<sup>rd</sup> section, would go from Five Points to the Congaree. They have held 2 public meeting where they presented all 3 sections. They heard from the public and a number of Elected Officials weighed in on the subject. Due to the funding limitations, it was recommended Sections A and B not be further developed, and that further development begin on Section C, known as the Rocky Branch.

Ms. Newton stated this is one of several examples where there are not enough funds to do all of the projects that were approved in the referendum; therefore, there is a request and decisions being made to do some and not others. She inquired what the traditional process is for this. Right now it looks like we are basing this on the public comments, which makes sense, but there are so few. She understands we cannot spend more money than we have. She is just questioning how the body has made these decisions, and if there is any policy or referendum guidance as we move forward.

Mr. Jackson stated we had a similar situation with the Gills Creek Greenway where a community did not want it behind their homes, and it came back to this body. We moved it from one location to another. The City required that we widen it, and extend it. We did not have enough money to widen

and extend, but we widened it and took it as far as the money would take us.

Ms. Myers stated she has asked the same question(s) as Ms. Newton. She stated, at some point, we do need a process for how we rationalize the projects. It would probably help us, and the public understand what we are doing and give our transportation team better guidance. She suggested the committee coming up with some policies to recommend to Council for dealing with these shortages.

Mr. Beaty stated later in the agenda is an overarching greenway category memo, which addresses Crane Creek, Gills Creek, and Smith/Rocky Branch.

Ms. Newton stated it does not just apply to greenways, but to roads, road termini, etc. One of the things that she thinks will be critically important, as we move forward, is we are accounting for what we have done with Penny dollars, what is the best way to communicate this is where we had to make a tough decision, and this is the process.

Mr. Jackson stated, the good news is, this is only the 2<sup>nd</sup> time this has occurred, it comes at a good point and time, so the public does not think we have done a laundry list of these items and made random decisions.

Ms. Myers moved, seconded by Mr. Livingston, to approve this item.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- d. Crane Creek Greenway A, B, C** – Mr. Beaty stated the recommendation is to have the funds from Section A and C transferred to Section B. The funds on Crane Creek would construct a greenway from the canal head works at the Broad River Road. It would go up the Broad a few hundred feet, go under a railroad trestle and follow a City sewer line to where Clement/Duke ties in. They did present other alternatives to the public, but they were not as well received. One of the alternatives was to go all the way up to I-20. It would have been difficult and be getting away from the water. Another alternative was to start at CIU and come down a power line easement to I-20 and terminate. There would not have been continuity and would predominately serve CIU students and faculty. The last alternative was extending from the canal head works all the way up to I-20.

Mr. Livingston moved, seconded by Mr. Jackson, to approve this item.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- e. Shop Road Extension Phase 2** – Mr. Beaty stated they held a public hearing in December 2018. They presented multiple alignments. This would be an extension of what is currently under construction. It would go a little over 3 miles and cross Mill Creek. It would cross Norfolk Southern with a bridge, and as it approaches Garners Ferry/Trotter, it would cross CSX, at grade, then it would tie into Trotter. There was a lot of support at the meeting, and comments on Alternative 4.

Ms. Myers stated Alternative 4 would take us away Lykesland Trail, which it has been noted there were substantial comments with people disagree with. She inquired how many comments were received.

Mr. Beaty stated there were a total of 12 comments received regarding this project.

Ms. Myers stated Lykesland is one of the roads the County owns. It is a terrible road for emergency and law enforcement purposes. She cannot imagine that we would go away from the plan to improve that road because of a 2 -3 comments. There is very little reason not to improve a County-owned road that we will have to maintain. She stated school buses, ambulance and police cars use this road, and it is abysmal. She would suggest that we revisit that.

Mr. Beaty stated instead of Alternative 4 maybe do Alternative 2. He stated they will be glad to revisit and summarize the impacts. Off the top of his head, he recalls that Alternative 4 was a little bit cheaper than the others, but at this preliminary stage we are preliminary with estimates.

Ms. Myers stated she is definitely not going to suggest something that is going to add \$1 – 2 million. In this context, it is her opinion, we might be pennywise and pound foolish here.

Mr. Jackson stated that he concurs with Ms. Myers, in terms of assessing the condition of the road, and if there is an opportunity to do something that we would go a long way, not only in terms of the public's satisfaction, but also public safety.

Ms. Myers moved, seconded by Ms. Newton, to approve the plan, but revisit the alternative.

Mr. Livingston inquired as to what we are looking for with the revisit.

Mr. Jackson stated costs and public safety.

Ms. Newton stated, and while we are looking at, she would presume we would look at other implications.

Mr. Beaty stated, as he understands the direction, they will ask the designer to do is to reevaluate the impacts, to include costs, proximity, and any other impacts. They will bring the impact comparisons back to the committee in a month.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

5. **Discussion: North Main Street Total Cost Projection Estimate Update** – Dr. Thompson stated the County's investment is \$30 million in Penny funding and another \$5.4 million in Intersection Improvement funding, for a total \$35.4 million. In addition, there is \$16.6 million in TIGER Grant funding; \$1.3 in Federal earmarks, and the City of Columbia has contributed \$6 million. The last estimate comes in at \$62.1 million, so we are looking at a shortfall of approximately \$2.6 million. He stated there is not a protocol to address these issues, so this is a prime example of how Council wants to address this issue.

Ms. Myers inquired if Administration feels like we need a work session on options on how we handle these shortfalls, and come out of it with a policy. It is going to have to involve everybody. She stated that nobody is going to say go out there on North Main and stop construction until we figure out \$2 million on a \$60 million project. But, we also know we cannot spend the money if it is not appropriated for this.

Dr. Thompson stated, if the protocol is that we de-scope, that is an opportunity for the engineers to weigh in on that.

Mr. Beaty stated the City and the County have an IGA that addresses this specific issue. It says the County's funds are capped. Any additional funds, the City is responsible for. The agreement also says, if we come to the situation, the County and the City will come together and talk about identifying additional funds, which is the responsibility of the City, or make modifications to the project. He is not ready to make any recommendation today. The intent was to bring to your attention an issue that you may have to address later. He stated they could begin discussions with the City, and ask if they have available funds, or do they have thoughts on any potential project de-scoping.

Ms. Newton inquired how close are we to the "cliff" because intergovernmental conversations do not move at the speed of tweets usually.

Mr. Beaty stated the project is scheduled to be completed in the next 12 months. If you wanted to confirm the City has an additional \$2.5 million to commit to the project, that could end the conversation. Or, there is an opportunity to minimize some of the work.

Ms. Newton inquired as to how much time do we have to find these funds until critical decisions have to be made. At some point, it becomes more expensive to try to save money.

Mr. Beaty stated no greater than 6 months. If we have 12 months of construction, the easiest thing you could do is say do not install the street lights. The contractor would have to have time not to order these. He would suggest that these conversations be completed within the next 3 months.

Mr. Livingston stated he would like to see a discussion with the City and bring back a recommendation to Council.

Ms. Myers stated, if we give ourselves 3 months, and construction is still going, the decision makes itself. She inquired if this is the time to have a workshop, figure out a policy, and move forward. At some point, we have to make the decision, and say to the public, here is where we are, and here is what we think we are going to have to do.

Mr. Gomeau stated this is a conversation we want to have sooner, rather later. We need to have a plan now to finish off those projects, so we can look for funding for when the program ends in another 7 – 8 years. He stated we need to look at a policy within the next 90 days that allows the Transportation Administrators to work going forward.

Mr. Jackson stated Council has made some decisions and we will have to make sure we are reminded of those, as it relates to this topic. We need to go back and revisit, and determine where we are with regards to those decisions and the impact those votes has on projects moving forward. Although this item is only for information, it his understanding there were 2 charges: (1) pursue what methods may be available immediately, in coordination with the City; and (2) creating an opportunity for a full-fledged discussion on potential shortfalls in the future, and how we plan to address them.

6. **Discussion: Longwood Road Traffic Concern** – Mr. Beaty stated this was a specific request by Ms. Myers. It definitely has impacts to the Mill Creek community. They were asked to look at the current situation on Longwood and cut through traffic; and what kind of opportunities or options would we have to minimize that. They did some background research on the road and the volume of traffic. It is a State maintained that connects from Bluff Road over to Garners Road. The specific concern is, when we complete Shop Road Phase I, you would have the opportunity for traffic to turn left off of Shop onto Longwood, and then go through Mill Creek neighborhood and get onto Old Garners Ferry to gain access to Garners Ferry. People trying to avoid traffic elsewhere may use this as a cut through. There are currently approximately 550 cars per day.

Operations are not viable, under the current speed limit and functional classification, to add speed bumps. All that could be done currently, is to request additional enforcement from the Sheriff's Department, and signed for "No Cut Through Traffic" or "No Trucks". The #1 thing that is going to help this situation, is the completion of Shop Road Phase II, which will be more attractive for traffic to avoid the Mill Creek community. The only other viable option would be for the County to take Longwood Road into the County system. If it were a County road, you could reduce the speed limit, put up speed humps, etc., but it would come with the liability and responsibility of it becoming a County road. Otherwise, collectively our hands are tied to SCDOT requirements.

Mr. Livingston inquired if we can proceed, and then look at it later to decide if it would be in our best interest to try to get it deeded to the County.

Mr. Beaty stated he would recommend that we proceed down 2 simultaneous paths. Continue with the Shop Road Phase II design process, and, at this time, to consider if Council wanted to accept the road into the County's system.

Dr. Thompson introduced Mr. Niermeier as the new Transportation Director, and Allison Steele as the new Assistant Director to the committee. He stated he wanted to get with the team and get their input before we move forward.

Ms. Newton stated, it appeared to her, when she reviewed the briefing document, that they are suggesting the County could purchase the road, but as a part of that we are contractually required to purchase other roads from SCDOT.

Mr. Beaty stated a separate, but related, subject is that by State law the SCDOT cannot expand the State Roadway System. As the County is constructing Shop Road Phase I, which is 4 lanes, one-mile-long, the SCDOT is going to require, if they take Shop Road, that the County take some roads.

Ms. Newton stated, for clarification, it is a requirement to "swap" roads.

Mr. Beaty stated it is a requirement for Shop Road Phase I. What you will want to consider is what you are accepting. If Longwood is in worst shape than some other road somewhere else, you may be accepting a greater liability from a maintenance standpoint.

Ms. Newton inquired if there is some standard process that we follow where we say this is the next road on our list to swap.

Dr. Thompson requested to come back with that information.

Ms. Myers stated her Mill Creek constituents would have a heart attack if she did not say this for the record. There are approximately 56 houses in that area; 550 cars a day tells us that somebody is using it as a cut through already. And, despite that it is a longer cut through it takes 1-minute more to go that way, than the other way. If there is traffic, and it is standing still on Shop Road, you are going to go that way. The road is in great shape, but what they are saying is there are no barriers anywhere. There is a big drop off on one side, and all these houses that are on the frontage of that road, with all these big trucks coming through. Doing nothing in this case, would put the constituents in that area in harm's way. We know, if the traffic count is 550 today, once Shop Road extension is complete, it is definitely going to go up.

7. **Bluff Road Phase I Right of Way Transfer to SCDOT** – Mr. Beaty stated, as part of the IGA between Richland County and the SCDOT, as the County widens roads or intersections, and acquires right-of-way, you

are required to acquire the right-of-way in the name of the County. After the project is complete, and we have closed out all of the condemnations and the paperwork is complete, Richland County will transfer the property over to the SCDOT. At this point, we would ask the appropriate staff member execute the document on behalf of the County.

8. **Approval of Shop Road Termini Studies and Recommendations at George Rogers and Mauney** – Mr. Beaty stated, beginning at the Shop Road/George Rogers Intersection, the proposed design was to improve the existing intersection. If you are coming from I-77 into Columbia, you come up to George Rogers and make free flow right at the signal. When you are going the opposite direction, you come up to this intersection and you make a left turn to continue onto Shop. It would be a nicety to straighten that out, that way the through movement never really has to turn. They have the dominant flow. Again, it would be a nicety, but it is not a necessity. The current intersection works just fine today, and in 20 years it will still work just fine. We could save approximately \$8 million by not fixing a problem that we do not really have. The primary savings would be from the right-of-way acquisition of 2 active businesses. We presented this to the public in the past, and the 2 business owners came to the meeting. Now, we are recommending reducing impacts, saving money, and the engineering design will still work just fine.

Ms. Myers inquired as to when the last time discussions were held with these business owners.

Mr. Beaty stated it has been less than 2 years.

Ms. Myers stated she had a conversation with one of the business owners this week who is under the impression that he is moving because of this. We need to get these public meetings underway quickly. She stated he has changed his business model, and put a hold on a building. She requested Dr. Thompson and his staff to do this quickly. She thinks this is a great idea, but we also need to be sure the public, and the business owners are aware of what the proposal is.

Mr. Beaty stated he misspoke and this intersection will realize a savings of \$5 million. To expand on that to come up with the additional \$3 million to equal \$8 million, at the other end of Shop Road, they are recommending instead of going all the way to South Beltline to back up 2/10 of a mile, so that we do not improve what does not necessarily need to be improved. They would stop the project at Mauney, since from Mauney to South Beltline it is already 5 lanes. If they were to improve it, they would resurface it, upgrade the drainage and add railroad gates.

Ms. Myers stated once we widen Shop Road, and we have these 2 railroads, then we are not going to improve the railroad crossing. When she was reviewing the briefing document, she noted there is a public safety concern because the traffic count will increase. She inquired if that will have any impact on the need to make the improvements with the railroad crossings there. She inquired if we have looked at the cost to make those improvements (i.e. arms, lighting) and if that is something that we need to do.

Mr. Beaty stated the additional cost is approximately \$1 million. Every time you cross a railroad track it is going to cost approximately \$500,000 in the railroads design and their inspection during construction. The gates themselves cost another \$500,000. The incremental growth in traffic volume will not push you to a safety situation where you need to improve the gates.

Ms. Myers would like to have numbers that will substantiate that, so that we can make the public aware that this is a concern we have looked at, and here is the data that shows that this will not impact public safety.

Ms. Myers moved, seconded by Mr. Livingston, to approve this item, and the request for additional information.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

9. **Approval of Decker/Woodfield Neighborhood Improvement Project Utility Agreement for AT&T Design** – Mr. Beaty stated this is a straightforward utility agreement with AT&T to begin their preliminary design to relocate their facilities. The Decker/Woodfield project is 1 of 7 neighborhood projects, which is being constrained to the referendum amount. This would only allow AT&T to start their design, so as not to delay the schedule. The PDT did request some clarity on how they came up with their \$100,000. They estimated the hourly rate, and the number of hours, which comes up to \$100,000. In all of our utility agreements they are a not to exceed amount. Although you approve up to \$100,000, the utility cannot spend more than \$100,000, without prior approval.

Ms. Newton moved, seconded by Ms. Myers, to approve this item.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

10. **Approval of Greene Street Phase 2 Condemnations** – Mr. Beaty stated there was \$50 million identified for what was called the Innovista Project. That project included Greene Street Phase I, which has been constructed; Greene Street Phase II, that we are talking about today; and the Williams Street Connector. They have designed Greene Street Phase I and II to stay within the \$50 million, and any remaining funds could be used for the Williams Street Connector. This project is being prepared to be advertised for construction in mid- to late May. The railroad has been very cooperative and they expect to get agreements with them where we do not need to condemn their property. What they are asking is to maintain this aggressive they may need to condemn them, so they have access to the property. It would not change the result of any compensation; it would just allow the process to continue, and allow Richland County access to the property. They think the railroads are going to sign the agreements, and this is just a formality, but in the event they do not, and you want us to maintain the schedule, they need the ability to recommend that staff condemn the property and move forward. The 2 Guingard Tracts between Huger Street and the river are the identical situations. They have coordinated extensively, for approximately 18 months, with the representative of the Guingard family. They think the Guingard family is going to execute the documents, as they are. They have requested, and reminded them, that we need an answer by Friday, of this week, so we can meet this aggressive schedule. If they were to continue to have concerns, and continue us to modify agreements, that could delay the project. They are requesting the opportunity to go to condemnation if they cannot get a final resolution in the next few days. This will allow the project to maintain its May 15<sup>th</sup> schedule.

Dr. Thompson stated the caveat will be that they go through the County Attorney and our outside counsel, Mitch Willoughby.

- a. **5 Railroad Tracts** – Mr. Livingston moved, seconded by Mr. Jackson, to approve staff's recommendation.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

- b. **2 Guingard Tracts** – Mr. Livingston moved, seconded by Mr. Jackson, to approve staff's

recommendation.

In Favor: Jackson, Myers and Livingston

Present but Not Voting: Newton

The vote in favor was unanimous.

11. **Approval of Greene Street Phase 2 Gadsden Closure** – Mr. Beaty stated, as part of the railroad permit requirements, the railroad is requiring the closure of Devine Street just down from Thirsty Fellow Restaurant. They are also requiring the closure of Gadsden Street, behind the Greek Village. Because Gadsden is a SCDOT road, the protocol is that the County will send a letter to the SCDOT telling them the County would like to close the road as a part of the project. The SCDOT has already said that they expect it to be no problem at all, they just need it is writing. At the suggestion of Mr. Jackson, we are proposing that we move forward with a public meeting. We maintain the schedule of the project, advertise and go to construction, but we should let the public know that at the end of construction, which will be in 2 ½ years, we will close Devine and Gadsden. We are doing 2 things at once. We are asking for permission for staff to send a letter to SCDOT requesting to close Gadsden. We are also making sure you are okay with having a public meeting, in the near future, to notify the public the project is coming and 2 ½ years you will have 2 road closures.

Ms. Newton inquired if these are permanent road closures.

Mr. Beaty responded in the affirmative.

Mr. Jackson stated he requested that we do a public hearing because of the volume of traffic, particularly as it involves the restaurant Thirty Fellow. He stated he is classmates of the lady that owns that business, and he wants to make sure no one is blindsided because it is 2 years, and then all of a sudden they find out it is a permanent closure. He inquired if Mr. Beaty, or staff, has had any conversations with the owners.

Mr. Beaty stated, to his knowledge, they have not spoken with the owners.

Mr. Jackson stated that is why he did not want us to make that kind of decision without having that conversation with them first.

Ms. Newton stated, for clarification, these closures have always been a part of this process, so even though we are having the public meetings for comment, which she supports, this has always been a part of the referendum.

Ms. Terracio inquired if it will be the Transportation Department or PIO Office that will schedule the public meetings.

Dr. Thompson stated the Transportation Department will work in conjunction with the PIO to advertise the public meeting.

Ms. Terracio stated she wanted to ensure that these meeting are publicized as much as possible (i.e. social media, flyers, etc.).

Mr. Livingston moved, seconded by Mr. Jackson, to approve this item.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

12. **Discussion: Three Rivers Greenway CSX Railroad Permit** – Mr. Beaty stated the Three Rivers Greenway Project is nearly complete. They will be right at the referendum amount. He stated the October 2015 floods moved the Saluda River into the railroad right-of-way. Before the flood, they had planned to build the greenway outside of the railroad right-of-way. After the floods, there was a scallop cut into the embankment. Now if they were to stay on dry land, they would be on the railroad's property. They are in construction, and they realize this. Up to this point they have coordinated with the railroad, and the railroad was going to give us a permit to be on their property. In the last couple of weeks, the railroad has changed their mind. The railroad wants us to go through a formal preliminary engineering agreement, where staff will come to Council and say we need to pay \$15,000 - \$20,000 to the railroad, so they will look at a proposed design. And, if we were to build this greenway, on their property, they most likely are going to request that we build a covered structure, such that if a piece of coal fell off of the train it would not hit someone in the head walking on the greenway. What we are proposing, and requesting your approval, is to coordinate with the railroad, get a preliminary engineering agreement, that staff could execute, engage the designer to relocate the greenway, and likely design this covered structure. At this point, he does not know the cost. It could be approximately \$100,000 - \$200,000, but he does not know yet because they have not done anything. The estimated cost will be brought back to Council. He stated they could fill in the Saluda River. It would take over a year to get a Corp of Engineer permit, if they would give it us. They have also looked at building a bridge over the scallop at a cost of \$500,000 - \$1 million. He stated it would be much cheaper, and quicker to get this permission from the railroad.

Ms. Myers stated in the briefing document the cost to construct a bridge is estimated at \$500,000, and we do not know how much it will cost to construct that CSX is likely to ask us to construct to prevent coal falling on someone's head as they taking a walk. She requested we get an estimate on that before we approve either of those because it may be what they are asking us to construct might be the same as the bridge, and we would not need the right-of-way, if that is the case. She would like additional information before making a decision. In addition, this may be a matter that the public would have some say as to whether they would rather be walking under the coal or over a bridge.

Mr. Jackson stated the length of the area affected is 88 feet. For clarification, it would have to be covered whether it is a bridge or not.

Mr. Beaty stated, if it were a bridge, we could construct it away from the right-of-way line.

Mr. Livingston inquired if Mr. Beaty would say a cover would be significantly less than a bridge.

Mr. Beaty stated he will conservatively say that the cover should be less than a \$100,000. It is only a wooden structure, with a shingled wooden roof. He stated they are requesting 2 things. They will have to engage the railroad with an agreement, so that they will look at the design and talk to us. And, then it would be a nominal fee to ask the designer to get started. So, before they constructed anything they would have a defined number.

Mr. Livingston moved, seconded by Mr. Jackson, to support the recommendation to pursue the permit that will allow the design to be developed, and then presented to CSX.

Ms. Myers inquired what is different about the motion that has been made, and the request she made.

Mr. Beaty stated, as he understands the motion, they could immediately engage with the railroad company and coordinate with the designer to start the design of what will likely be a covered shelter. Before they build anything, they will come back with the costs. He stated he thinks they have the number, but he will confirm it with the designer that has done them elsewhere in Columbia.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

13. **Approval of Greenway Category Summary and Recommendations** – Mr. Beaty stated the referendum had 15 separate greenways identified, with various dollar amounts each.

- Three Rivers Greenway – in construction
- Lincoln Tunnel – complete
  
- Gills Creek – had 3 sections
- Crane Creek – had 3 sections
- Smith/Rocky Branch – had 3 sections

As mentioned earlier, they are recommending the funds from 2 be transferred to the 3<sup>rd</sup>.

- Columbia Mall Greenway was identified as beginning at Trenholm Road, behind Decker Elementary, going behind Decker Elementary, crossing Decker Boulevard and going up Jackson Creek toward Jackson Creek Elementary, crossing O’Neil Court, and then tying back into Two Notch Road. That greenway has approximately \$650,000. He stated they have coordinated with the School District, and they are not in support of the greenway coming behind Dent Middle. The School District is concerned about cut through traffic. The proposal will be to partner with Jackson Creek Elementary. The school was designed to be an environmental conscious, or environmentally educational, school. This will be an opportunity to take this greenway, stay within the definition of the referendum. We could request to begin the greenway at the Jackson Creek Elementary parking lot and follow Jackson Creek. One of the termini would be at the school, and open to the public. The other termini may, or may not, tie into Decker Boulevard next to the Chick-fil-a or O’Neil Court.

Mr. Jackson stated he was on the Richland II School Board when they were designing and planning to build Jackson Creek Elementary. One of the things he specifically remembers is that particular school was designed with environmental thought in mind, and using the surrounding environment to be a part of the educational experience. He does not think that has actually materialized there. He knows the School District, and that particular school is very interested in doing something like this.

Ms. Myers stated it would cause her concern that it is open to the public, with it being that close to Two Notch Road. When we have those conversations, she would like for us to be mindful of the safety concerns of the small children, who can be gullible at this age.

- Dutchman Boulevard Connector is a very unique greenway. It is in Mr. Malinowski’s District on Broad River Road. The referendum and the PB studies identified a greenway from that vicinity of Broad River Road, going through some residential area, and tying into Hwy. 60. If you are going out I-26, just past the Columbiana Mall there is a new hospital, and that is Hwy. 60. The Dutchman Boulevard Connector was going to connect a new location from Hwy. 60 over to Broad River Road. Since the referendum, that area has been completely built out. They have built a cul-de-sac with some

industry in that area. They have built some apartments. There is physically no place to put a greenway today. There was never a stream that it was next to. It really appears to have been more of a bikeway because there is nothing green around there. The recommendation is to not move forward with this greenway.

- Woodbury/Old Leesburg Connector – There has not been any support or an identified champion for this project. What was identified in the PB studies, prior to 2012, was essentially a greenway beginning between 2 residences and extending a few hundred feet to tie into Old Leesburg. It would not be adjacent to a body of water. Mr. Beaty does not know the history of why it was selected. It does not seem like a very viable greenway. They propose taking the \$116,000, included in the referendum, moving it over to Lower Richland Boulevard and/or the SERN and consider extending the Shared-Use paths. We would be keeping the money in the relative community.
- Polo/Windsor Lake Greenway would begin at the intersection of Alpine and Polo Roads' traffic signal. It would parallel I-20 and I-77, and tie into Windsor Lake. With this greenway, you would connect the Windsor Lake neighborhood and Windsor Lake Boulevard. And, then have access at Alpine and Polo Roads. In addition, they are going to resurface Alpine, add sidewalks. A separate project is the Polo Road Shared-Use path, which begins at this intersection and goes up to the soccer fields at the Polo Road Widening. They recommend moving forward with this greenway.

Ms. Newton stated she does think the Woodbury/Old Leesburg Connector is an interesting place for a greenway; however, there are other things in the referendum that do not make sense. She wants to be clear on what we have the authority to go back and review, and say, "this is odd", so we are not going to do it. She inquired if we approve this motion does it mean that it is all approve and moves forward, or does it continue to come back to Council.

Mr. Beaty stated, if you approved it, as is, they would have to engage the On-Call consultants to begin the design. Gills Creek A is already in design, so, if we move the money from B and C, we would have to modify their design scope. The same thing with Crane Creek and Smith/Rocky Branch. They have not begun the design on Polo/Windsor or Columbia Mall Greenway, so they would have to engage the designer.

Ms. Myers stated it would be her recommendation that we move forward with the greenways that were approved in the referendum that are coming in at, or under, the referendum approved estimate. And, for the ones where there is a recommendation that we do something different, we exact the outline of process, and decide what our method is for determining to take something out of the Penny, or to move money. She would be in favor of taking these separately, and looking at the ones that are not controversial.

Mr. Jackson stated he is equally interested in hearing from those greenway advocates, experts, professionals and environmentalists that know a lot more about greenways, and the logic of where they are placed, or should not be placed. In addition to figuring out the money piece, he would like to make sure those people who have a higher level of knowledge regarding greenways have an opportunity to weigh in on this. He stated he had been approached by a couple environmentalists that expressed concerns about greenways that had little to do with cost, and more to do with the environmental impact of what was being proposed and recommended to be designed.

Ms. Myers moved, seconded by Ms. Newton, to go forward with the greenways that currently in design, or under construction, that we move the others into a different category, so that we can develop a process for involving the public, and getting input from the Transportation Department, as to appropriateness, costs, etc. to make new determinations for greenways.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

14. **Approval of Budget Transfers Between Penny Project** – Dr. Thompson stated Council approved the Blythewood Widening Project where we added additional money for the design work; Schoolhouse Sidewalk Project, Magnolia Sidewalk Project, as well as, Three Rivers. We needed additional monies for those projects because we did not enough in the budget. We want to make sure that we remain within the ordinance amount for all projects. In essence, you took action to authorize staff to reprogram dollars from one project to another.

Ms. Myers stated, for clarification, we have budgeted amounts for the Penny Program, but it is by project. Some projects are further along than others, and those that are further along may be spending more of their project money than those that are not as far along. She inquired if staff is sure if we take this action there will not be a later day where we come back and say we are a little short on this project because we used the money to advance the project that was approved, and in the referendum.

Dr. Thompson stated he is confident that will not happen. The bottom line is to make sure that we do not overspend the ordinance amount for any particular project. For those projects, we set the budget for the fiscal current year. PDT is further along on this project versus that project. Working with James Hayes, we will formulate the budget for the next fiscal year, then we will restore those budgets, so that we can begin those projects for the next fiscal year.

Ms. Myers inquired as to why the dirt roads are not itemized.

Mr. Beaty stated, in January 2018, the PDT provided what they thought would be the 2019 budget. It was approximately \$117 million. As has been mentioned, some projects have developed faster. Some have been slower. A couple of projects have been added since January 2018. What we are showing you is all of the projects that were in the 2019 budget. Some we need to increase the budget amount, and some we can decrease the budget amount because the projects are not being developed as quickly. This really independent of costs, overruns, underruns, or referendum amount. This is just the budgeted amount that we can spend up to. The request would be to allow them to move money, within the overall budget, from one project to another.

Ms. Myers stated she would like to know, for example, we are \$3.7 million under budget for the Atlas Road Widening, so what are the places you want to move the dollars. She would be less comfortable moving it to amorphous places, than she would to specific places, so she and the public have some idea what we are doing with the funding.

Mr. Beaty stated it would be the projects, without the parenthesis, that are included in the agenda packet.

Ms. Myers stated what she is saying is, when you take the Atlas Road money, are you telling her you are putting it on Blythewood, Broad River, Hardscrabble, etc. Where are you going to put it?

Dr. Thompson stated they will provide more specific information.

Ms. Terracio stated, for clarification, would widening projects stay within widening project.

Dr. Thompson stated widening funding should stay within widening.

Mr. Beaty stated there is a sense of urgency to this matter. Some projects that are underway, and the County has active contracts, and contractors are working (physical construction and design). If the approved budget amount is not approved, then staff is not able to pay those invoices that come in. The longer we take to take action on this, you have people not getting paid that are working.

Dr. Thompson stated, if PDT will give them that information today, they will get it done.

Mr. Livingston moved, seconded by Ms. Newton, to approve this item.

Ms. Newton stated she understands the request, as it has been presented, and the information that staff is going to bring back to us. She inquired if we will be seeing a document like this again. Is there a way that we can think ahead, so that we can handle this all at once?

Dr. Thompson anticipated this will be the last one. From his perspective, we formulate the budget at the beginning of the year, make the best estimate for the year, and stick with it.

Ms. Myers stated there are groups of these that have identical numbers. How are they exactly...

Mr. Beaty stated there were 30 pedestrian intersections in the referendum. They all had the exact same amount. We have let all of them; 12 are complete. They have advertised, and are under construction for the other 18, so they took the remaining money available and divided it over the 18 intersections equally.

Ms. Myers stated that is not precise number. There are not contractors who have submitted invoices that are going unpaid because of this money. These are projects that we are putting in the hopper; therefore, we want the money at the ready. She stated this is almost \$20 million, and, to the extent, this is just a listing of projects that are under, and projects that are in need of money, with no justification as to where individual projects are. As she pointed out earlier, the dirt road paving program has just got an amount and does not tell us what roads we are taking it from. She gets being proactive, but these are not invoices that have been submitted. She would like us to have a number for actual invoices instead of theoretical numbers that could be submitted. We have an obligation to do it more precisely.

Mr. Jackson stated the request is that this be a budget transfer. Not to pay invoices, but that there be funds in budget categories, so when invoices come due the money is there to pay.

Ms. Myers stated that is exactly what was said initially, and then Mr. Beaty and Dr. Thompson stood up and said what is happening is we have contractors who are not being paid. That is a different issue than we want this money available for when the bills come in.

Dr. Yudice stated, in order to pay invoices, we need to have sufficient budgeted funds to pay that invoice.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

15. **Approval of Mitigation Credit Sales** – Dr. Thompson stated this is selling mitigation credit. The buyer is Kershaw County, and the price per wetland credit is \$20,000. They plan on buying 1 wetland credit. The County expects to receive \$18,400.

Mr. Livingston moved, seconded by Ms. Myers, to approve this item.

In Favor: Jackson, Newton, Myers and Livingston

The vote in favor was unanimous.

16. **Discussion: Project Status Update** – The update was provided in the agenda packet.

17. **Pending Approvals** – Dr. Thompson stated the pending approval list will assist the PDT and staff members as they begin the transition process to ensure, that if we have any snags along the way, we have this pending approval list so we know who is holding us the project.

Mr. Livingston inquired about the status of the Spears Creek Widening design.

Mr. Beaty stated, in January 2018, they did not anticipate that Spears Creek would be under design in 2019. In June – June 2018, Council directed that we move forward with the design. They negotiated with the On-Call designer, completed the contract negotiations, then they realized it was not in an approved budget. They are back to, if it is not a budgeted item, a contract cannot be executed with the On-Call. This issue has been floating for a number of months now.

18. **ADJOURN** – The meeting adjourned at approximately 3:02 PM.

**RICHLAND COUNTY GOVERNMENT  
DEPARTMENT OF TRANSPORTATION**

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



**Agenda Briefing Document**

**Background Information:**

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 coordinated a permit from CSX allowing the greenway to be constructed on their property so as to avoid 1) constructing a bridge over the river or 2) placing fill in the Saluda River which would require a Corps of Engineer permit and likely take 6 months to a year to obtain. In the last month, CSX stated they will no longer issue the permit for construction of the greenway on their easement without 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 the CSX property. Subsequently, CSX then stated they would not entertain the pathway being located on their property even with a Preliminary Engineering Agreement or structure.

**Recommended Action:**

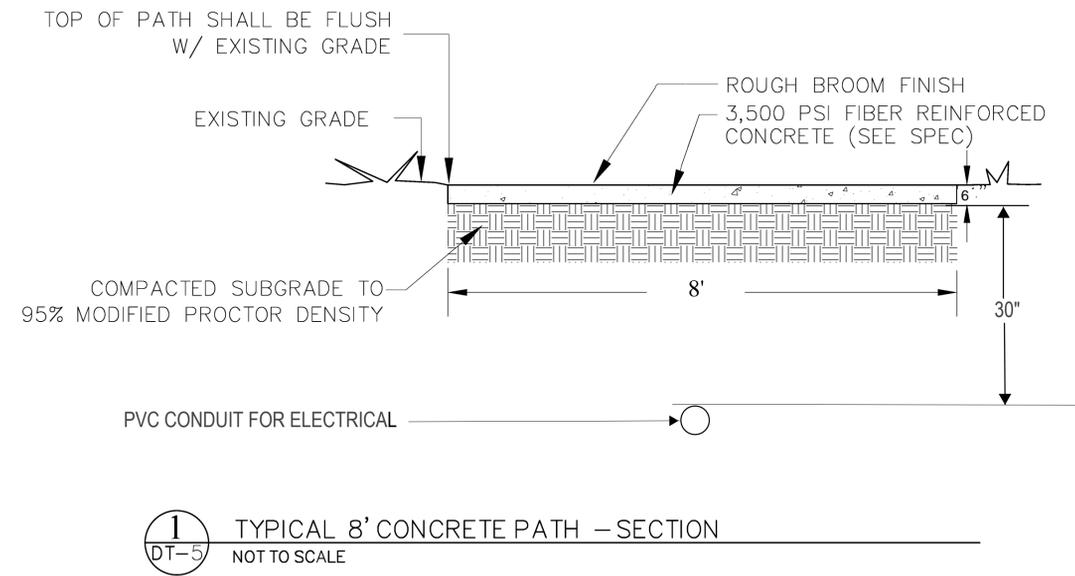
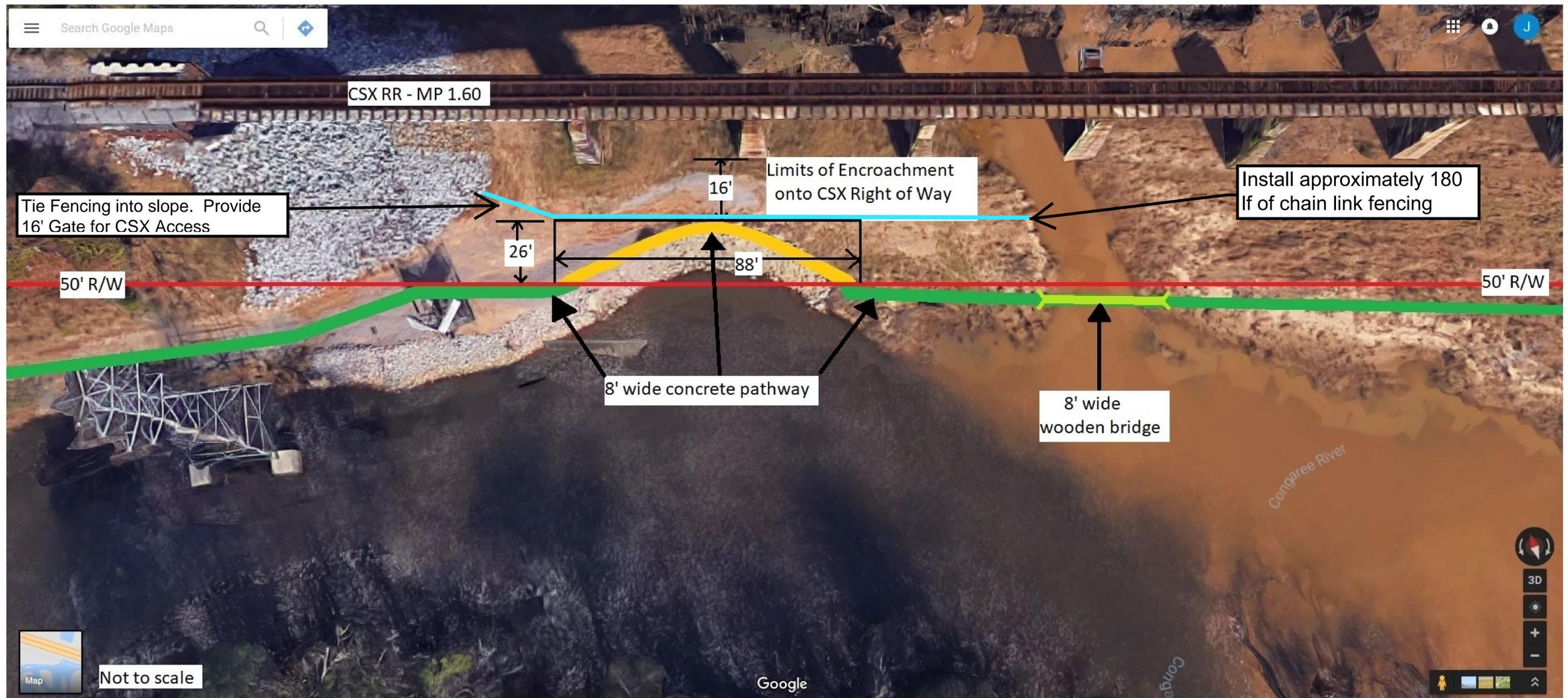
Staff requests that Council approve moving forward with condemnation of the CSX property so as to allow the connectivity of the portion of greenway already constructed by Richland County to the west and by the River Alliance to the east.

**Fiscal Impact:**

Typical costs for condemnation to be determined.

**Attachments:**

A map is attached in the agenda which illustrates the location of the CSX railroad/property and The Three Rivers Greenway.



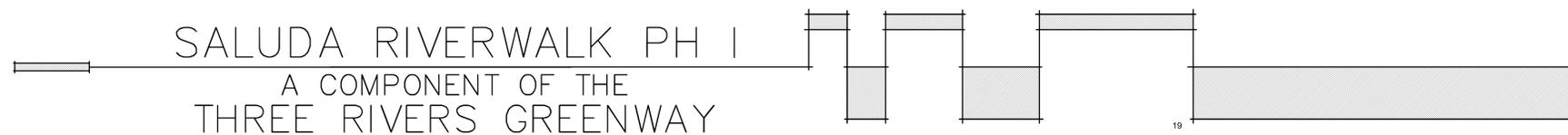
NOTES:

- \* 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

Richland County Sales Tax Transportation Program Improvement Plan

# Broad River Road Corridor Neighborhood Improvements

*Final Concept Report*



**BROAD  
RIVER ROAD**

IT'S A NEIGHBORLY PLACE

April 9, 2019

Prepared for Richland County by Parrish and Partners, LLC



TRANSPORTATION  
PROGRAM

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- Appendix A – Executive Summary
- Appendix B – Property Owner and Tax Map Information
- Appendix C – Utility Information
- Appendix D – Proposed Typical Sections
- Appendix E – Cost Estimates
- Appendix F – Environmental Technical Memorandum
- Appendix G – Public Meeting Summary

## **INTRODUCTION**

This document has been prepared for Richland County using information and data gathered and provided by Richland County and by field observations. The purpose of this report is to show the recommended projects within the Broad River Road Corridor between its intersection with St. Andrews Road to the northwest and Greystone Boulevard to the southeast.

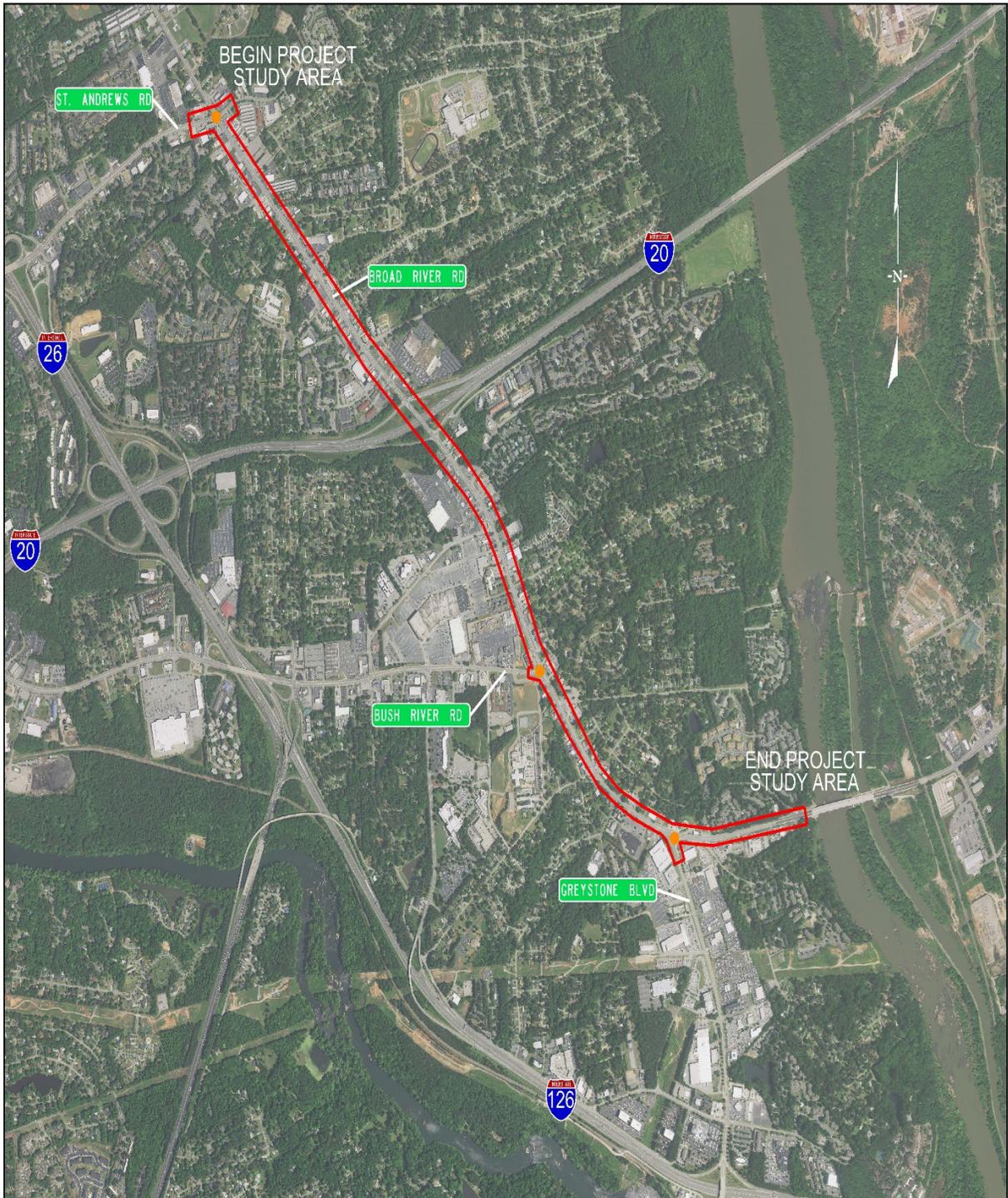
The projects identified in this concept report were borne from the Broad River Road Corridor and Community Master Plan created by IBI Group dated August 2010 and presented to the Central Midlands Council of Governments and Richland County. Since 2010, several studies and reports have been generated involving improvements throughout the project corridor including, but not limited to:

- 2012 Referendum Project List,
- Broad River Road Corridor and Master Plan Transportation Cost Estimate Report dated August 6, 2012 prepared by Dennis Corporation,
- Transportation Penny Funding Recommendations – Neighborhood Improvement Transportation Projects dated July 5, 2013 prepared by Richland County Planning Department,
- US-176 Road Safety Audit Final Report dated October 2017 prepared by Civil Engineering Consulting Services.

As a result of the above listed documents, and countless discussions with local elected officials, five projects were identified and will be discussed within this document. Those projects are, in no particular order:

1. Intersection Improvements at Greystone Boulevard/Broad River Road, Bush River Road/Broad River Road, and St. Andrews Road/Broad River Road (for increased capacity by the addition of turn lanes, accel/decel lanes, etc.),
2. Various Landscaped Median Locations from Broad River Bridge to St. Andrews Road along Broad River Road (additional control of access, beautification, etc.),
3. Underground Utilities from Broad River Bridge to St. Andrews Road along Broad River Road,
4. Streetscape and Pedestrian Accommodation Improvements at Greystone Boulevard/Broad River Road, Bush River Road/Broad River Road, and St. Andrews Road/Broad River Road (mast arms, pedestrian accommodation improvements such as refuge areas, handicap ramps, etc.),
5. Lighting from Broad River Bridge to St. Andrews Road along Broad River Road (upgrade of existing and new lighting and fixtures to conform to latest industry standards).

# OVERALL PROJECT MAP



## LEGEND

- Intersection Improvements
- Project Study Area

Broad River Rd. Corridor Improvements



## **FIELD OBSERVATION AND ANALYSIS**

The design team has conducted numerous field observations and site visits since the notice to proceed was issued in late August 2018. The main purpose of these field visits was to make a record of the existing conditions such as utilities, signals, lighting, and the presence of wetlands, as well as establish additional aerial photography through the use of Parrish & Partners' in-house drone services.

Those present during these site visits were:

- Kevin Ulmer, P.E. – Parrish & Partners
- Chris Ulmer, E.I.T. – Parrish & Partners
- Adam Steele – Parrish & Partners
- Josh Hebbard, E.I.T. – Parrish & Partners
- Mason Parrish (Drone Pilot) – Parrish & Partners

The design team walked and drove all the proposed intersections as well as the entire length of the project improvements.

## EXISTING CONDITIONS

### Intersections

US-176/S-42 (St. Andrews Road) – Existing right-of-way along US-176 (Broad River Road) as well as St. Andrews Road (S-42) is 75' total (37.5' from roadway centerline). Broad River Road and St. Andrews Road in this area has four 12 foot lanes with a 15' wide center median for left turning movements and 5' sidewalks behind curb and gutter. To the east of US-176, St. Andrews Road is an approximate 36' wide asphalt paved facility with curb and gutter and very few pavement markings. This segment of St. Andrews Road comes to a dead end at a cul-de-sac after approximately 2000' at the entrance to St. Andrews Pointe Apartments. The intersection is signalized with steel strain poles and phasing providing protected left turning movement onto S-42 from northbound US-176. Two other protected movements are left and right turns from S-42 eastbound onto Broad River Road. The only lighting at the intersection other than private lighting for parking areas is a single cobra style fixture in the northwest quadrant of the intersection. All the major utilities are located throughout the intersection, including roadway drainage, gas, water and sewer (all underground) as well as telephone (overhead and underground), cable (overhead), and power (overhead). Three of the four legs of this intersection have pedestrian signals and pavement markings for pedestrian crossing.



AERIAL VIEW OF SAINT ANDREWS ROAD AND BROAD RIVER ROAD INTERSECTION

US-176/S-31 (Bush River Road) - Existing right-of-way along US-176 (Broad River Road) is 75' total (37.5' from roadway centerline). Existing right-of-way along S-31 is 66' total (33' from roadway centerline). Broad River Road in this area has 4 twelve-foot lanes with a 15' wide center median for left turning movements and 5' sidewalks behind curb and gutter. Bush River Road has 4 twelve-foot lanes with no median and 5' sidewalks behind a 2' curb lawn and curb and gutter. This intersection is also signalized with the signals hung from steel strain poles. Since this is a 'T' intersection, both left and right turns from Bush River Road are protected movements. The other protected movement is from Broad River Road northbound to Bush River Road westbound. The only lighting at the intersection other than private lighting for parking areas is a single cobra style fixture in the northwest quadrant of the intersection. All the major utilities are located throughout the intersection, including roadway drainage, gas, water and sewer (all underground) as well as telephone (overhead and underground), cable (overhead), and power (overhead). Two of the three legs of this intersection have pedestrian signals and pavement markings for pedestrian crossing.



AERIAL VIEW OF BUSH RIVER ROAD AND BROAD RIVER ROAD INTERSECTION

US-176/S-3020(Greystone Boulevard) - Existing right-of-way along US-176 (Broad River Road) is 75' total (37.5' from roadway centerline). Existing right-of-way along S-3020 is 120' total (60'

from roadway centerline. Broad River Road in this area has 4 twelve-foot lanes with a 15' wide center median for left turning movements and 5' sidewalks behind curb and gutter. Greystone Boulevard has four 12 foot lanes with a 15' flush median for left turning movements and no sidewalks. Drainage along Greystone Boulevard is open flow by way of roadside ditches. This intersection is also signalized with the signals hung from steel strain poles. Two movements for this intersection act independently of the traffic signal. The right turn from eastbound Broad River Road onto to southbound Greystone Boulevard is free flowing movement. The right turn from northbound Greystone Boulevard onto eastbound Broad River Road is stop controlled and independent of the signal. The only lighting at this intersection is that provided by adjacent businesses for their parking. All the major utilities are located throughout the intersection, including roadway drainage, gas, water and sewer (all underground) as well as telephone (overhead and underground), cable (overhead), and power (overhead), cable (overhead), and power (overhead). While this intersection has some pedestrian accommodations, they are incomplete and should be redesigned to ensure proper use and safety.



AERIAL VIEW OF INTERSECTION OF GREYSTONE BOULEVARD AND BROAD RIVER ROAD

## **Landscaped Medians**

Currently there exists no landscaping or landscaped medians within the limits of this scope from St. Andrews Road to Greystone Boulevard along Broad River Road.

## **Undergrounding of Utilities**

While a significant number of the utilities that exist along Broad River Road are already located underground (i.e., gas, water, sewer, telephone, roadway drainage). There are many utilities that are suspended from wood poles along the entire length of this project. These are mostly power lines but there are also telephone lines as well as cable TV that frequently use the existing infrastructure (i.e., wood poles) through encroachment agreements with the power companies.



UTILITIES AT INTERSECTION OF BUSH RIVER AND BROAD RIVER ROAD



RECENT INSTALLATION OF FIBER OPTIC VAULT AT GREYSTONE

## **Streetscape and Pedestrian Accommodation Improvements**

As previously mentioned, there has been very few streetscape and pedestrian improvements made over the past few years along the project corridor. As discussed with the existing conditions for each intersection, all locations currently have sidewalks with pedestrian crossing accommodations with the exception of Greystone Boulevard. Signals at each intersection are currently supported by steel strain poles.

## **Lighting**

There is minimal lighting existing between the Broad River Bridge and St. Andrews Road along Broad River Road. There are sporadic and outdated light fixtures supported by wood poles that do not provide lighting adequate for the corridor that conforms to the latest industry standards for roadway lighting.

# **ENVIRONMENTAL REVIEW**

An environmental review was conducted to assist in characterizing the study area and to identify potential environmental constraints that could affect construction of the proposed improvement projects. This evaluation included a cursory survey of the study area and review of available resource materials and online databases. A summary is provided below, however, a more detailed Environmental Technical Memorandum is included as Appendix F.

The study area is heavily developed and comprised of a mix of commercial, residential, and institutional land uses. The area, which is one of Columbia's original suburbs, is comprised of neighborhoods, parks, churches, and businesses. As described in the Broad River Road Corridor and Community Master Plan (2010 Master Plan),<sup>1</sup> Broad River Road is an important commercial spine for the diverse group of residents living within the corridor. Based on data from the American Community Survey (ACS, refer to Table 1), over 25,000 people reside within one mile of the segment of Broad River Road between St. Andrews Road and the Broad River, with approximately 50 percent of these residents categorized as low-income. An approximately 72 percent minority population comprises this demographic study area, including a hispanic population of approximately 4 percent. The area is comprised of a predominately young to middle-aged population, with 79 percent over 18 years old but only 7 percent over 65 years old.

<sup>1</sup> IBI Group, *Broad River Road Corridor and Community Master Plan*, 2010, p. 31.

The study area includes approximately 13,570 housing units, of which 404 were constructed before 1950. Approximately 30 percent of these residences are owned and 70 percent are rented.

<b>Table 1</b>	
<b>STUDY AREA DEMOGRAPHICS</b>	
<b>Category</b>	<b>2012-2016 ACS</b>
Population	25,739
Population Density (per sq. mile)	3,040
Low Income Population	50%
% Minority	72%
% Hispanic	4%
Age 18+	79%
Age 65+	7%
Housing Units	13,570
Housing Units Built Before 1950	404
Owner Occupied Housing Units	30%
Renter Occupied Housing Units	70%
<b>Source:</b> ACS (American Community Survey) data accessed from USEPA, EJScreen reports, <a href="https://ejscreen.epa.gov/mapper">https://ejscreen.epa.gov/mapper</a> (January 12, 2019).	

Additional environmental notes about the study area include:

- **Hazardous Materials** - Resource Conservation and Recovery Act database (RCRAInfo) sites identified along Broad River Road include multiple dry cleaners, gas stations, auto repair and oil change stores, a fertilizer manufacturer, and pharmacies. Both air pollutant sites (ICIS-AIR), one to the southeast near the Broad River and the other on St. Andrews Road, are identified as being permanently closed. Additional evaluation may be necessary of adjacent hazardous material sites after construction limits have been identified for the various improvement projects.
- **Cultural Resources** - Proposed roadway improvements would not result in impacts to either of the two sites listed on the National Register of Historic Places (NRHP) that are located near the Broad River Road corridor (Columbia Canal and Pine Grove Rosenwald School).
- **Streams/Wetlands** - Based on National Wetland Inventory (NWI) mapping and cursory review of the corridor, no jurisdictional areas would be impacted by the proposed improvements.
- **Permitting** - Clearing, grading, and/or excavating activities associated with the proposed roadway improvements will require a Construction General Permit under the South Carolina's National Pollutant Discharge Elimination System (NPDES) Stormwater Program,

as well as coordination with City of Columbia Municipal Separate Storm Sewer System (MS4) regarding potential permitting requirements.

- **Floodplains** - The only floodplains within the study corridor are associated with the Broad River and would not be impacted by proposed roadway improvements.
- **Protected Species** - The proposed improvements are distant from the Broad River and would not result in impacts to the bald eagle; no suitable habitat for other federally protected species that are listed as potentially occurring in Richland County was identified along the Broad River corridor.

## **RECOMMENDED PROJECTS**

As part of the scope of this report, Parrish & Partners, LLC was to use, as a guide for identifying specific projects, the US-176 Road Safety Audit – Final Report submitted to SCDOT by Civil Engineering Consulting Services, Inc. dated October 2017. The Final Report identifies many short, mid, and long-term corrective actions that will be listed within this report as potential projects for consideration by Richland County.

### **Recommended Intersection Improvements**

St. Andrews Road/Broad River Road – To provide better access management, it is recommended that raised 4' wide concrete medians be placed along the centerline approaches of US-176 at the intersection of St. Andrews Road. This will serve to control the left hand turning movements from CVS and Dollar Tree as well as right hand turning movements from TitleMax onto US-176. Each of these businesses already have driveway access to St. Andrews Road and the traffic signal to make these movements.

Due to the condition of the pavement along St. Andrews Road as well as pavement damage from utilities in the wheel path along Broad River Road, a full resurfacing of the intersection is warranted. This would also be an excellent opportunity to update signage and signals as well as pavement markings throughout the intersection.

In addition to the above-mentioned items, it should be noted that a traffic study may be necessary to determine if the signal protected left turn onto St. Andrews Road is warranted.

Bush River Road/Broad River Road - To provide better access management, it is recommended that a raised 4' wide concrete median be placed along the centerline of US-176 at its southeastern approach to the intersection of Bush River Road. This will make the intersection at Elm Abode Terrace (right) a right-in, right-out intersection removing the conflict with the signal at Bush River Road. Elm Abode Terrace acts as a circular drive and still has access to both Atlantic Drive and Melissa Lane/Elm Abode Terrace (left) which are signal controlled and will provide all necessary traffic movements.

Due to the condition of the pavement along Bush River Road, underground utility work taking place along Bush River and Broad River Roads, as well as pavement damage from utilities in the wheel path along Broad River Road, a full resurfacing of the intersection is warranted. This would also be an excellent opportunity to update signage and signals as well as pavement markings throughout the intersection.

Also due to the proximity of schools, neighborhoods, and shopping (Dutch Square Mall) to this intersection, an update of the sidewalks to current ADA standards is warranted.

Greystone Boulevard/Broad River Road – While this intersection was not part of the Roadway Safety Audit prepared by CECS, Inc., it was discussed in the Broad River Road Corridor and Community Master Plan created by IBI Group dated August 2010. This intersection has two movements which are not controlled by the traffic signal – the free flow movement from Broad River Road EB to Greystone Boulevard, and the stop condition from Greystone Boulevard NB to Broad River Road EB. While the free flow movement shows no apparent issues for vehicular traffic, it can at times prove difficult for pedestrian movements due to the free flow speed and distance/length of the crosswalk itself under the non-stop condition. This intersection requires further study to determine if safety can be improved for vehicles and pedestrians if both movements are pulled in and controlled by the signal at the intersection.

This intersection will also need work to update the sidewalks and crosswalks to current ADA standards. One location within this intersection shows pedestrian controls but no visible paint for the crossing of Broad River Road. See photo below.



PED HEADS WITH NO CROSSWALK

### **Landscaping and Landscaped Medians**

The inherent problem with landscaping on past roadway projects has been assigning the responsibility of maintaining the measures taken for the beautification. With this in mind, two areas have been identified as suitable for the installation of landscaping as a form of access control as well as beautification.

The first area recommended for landscaping in the median is between the intersection of Seminole Road/Young Drive and Briargate Circle/Marley Drive. Each of these intersections with Broad River Road are currently signalized with full access crosswalks in place.

The next area recommend for landscaping in the median is between I-20 and Longcreek Drive to the southeast. The ramps for EB I-20 as well as Longcreek Drive are both signalized and have pedestrian accommodations for all movements except for crossing Broad River Road.

Another area with adequate space available for landscaping is at the intersection of Greystone Boulevard and Broad River Road. The wide median between opposing lanes along Greystone Boulevard as well as the large grassy areas at the signals, present an excellent opportunity for beautification without adversely impacting access to or from any adjacent parcels.

### **Undergrounding of Utilities**

The idea of relocating all utilities underground is becoming more and more popular today just for the clean and uncluttered look of the roadway once this work is complete. However, at a cost of roughly \$4-5 million per mile to underground all utilities, this can easily surpass a projects entire budget. What we are recommending as a potential project is for the reduction in overhead services along with the consolidation of those that remain to one side of the roadway. While there will be some crossing of the road necessary, this consolidation to one side should greatly improve the look to the motoring public. The reduction in overhead services will be accomplished by the undergrounding of telecommunication and cable TV lines currently using the existing pole through encroachment with the power company. This installation of conduit should result in much lower costs and minimal replacement of existing curb & gutter and sidewalk.

### **Streetscape and Pedestrian Accommodation Improvements**

Mast Arms – Currently each of the three intersections under investigation have signals supported by steel strain poles and wire. This recommended project will be to upgrade and replace these poles with mast arms.

ADA – Each intersection should be upgraded to current ADA standards including, but not limited to, enhanced pavement markings at the crosswalks and stop bars, and upgraded handicap ramps.

### **Lighting from Broad River Bridge to St. Andrews Road**

Currently little, if any, roadway and pedestrian lighting exists along Broad River Road from the bridge to St. Andrews Road. We recommend roadway and pedestrian lighting be proposed for this entire corridor.

### **Access Management and Control**

Because of the Road Safety Audit (RSA) conducted by SCDOT and CECS, Inc. in October 2017, several driveways were identified as needing to be closed or at the very least converted to right in, right out access only using a raised concrete median. While some of these drives are converted to limited access with the landscaping in the median described above, many more were included in the RSA from CECS, Inc. Each of these drives will be shown for discussion by the public.

**APPENDIX A**

**Executive Summary**

## EXECUTIVE SUMMARY

Date: April 8, 2019

To: Michael Niermier, Director  
Richland County Transportation Penny Program

From: Kevin Ulmer, P.E., Program Manager  
Parrish & Partners, On-Call Engineering Team (OET)

**RE: Broad River Road Corridor Neighborhood Improvement Plan  
Public Meeting Summary with Recommendations**

The Broad River Road Corridor Neighborhood Improvement Project (BRRC NIP) is one of seven Neighborhood Improvement Projects included in the 2012 Referendum. The total budget was \$20.4 million. The Richland County Transportation Program in coordination with the OET has conducted one public meeting for the BRRC NIP as well as completed conceptual studies. The Program has also consulted with the South Carolina Department of Transportation (SCDOT) in the collection of information for this summary. This Executive Summary will provide an overview of the public meeting and offer recommendations to advance the project to the next phase of work.

### **March 7, 2019 – Public Information Meeting**

Richland County (in coordination with the Richland County Penny Sales Tax Program Development Team and the On-call Engineering Team) held the first public meeting for the Broad River Road Corridor Neighborhood Improvements Program on Thursday, March 7th, 2019, from 5:00-7:00 p.m. at Virginia Wingard Methodist Church, 1500 Broad River Road, Columbia, SC. The meeting was held in an open-house format. Residents were greeted at the venue entrance, checked in at a sign-in table, provided a handout and comment card and directed to the sets of project display boards, which were manned by program team members and project design consultants. Residents received handouts with project details and a comment card to provide feedback. Residents were able to review conceptual improvement alternatives and ask questions of the project design team members at the meeting. Aside from brief comments from two Richland County Council members that were in attendance, no formal presentation or address was made to the public. There were 57 people recorded as having attended the meeting.

A total of 70 comments were received during the comment period. Aside from the number of comments received concerning new signals or turn lanes outside the limits of the three

intersections in question, all in attendance agreed with the need to make improvements at the intersections presented. There were a number of comments received concerning the possible use of the center median. There was a near equal split in the number requesting flush medians over those requesting some type of raised (concrete or landscaped) median. The main concern over the landscaped median was identifying what entity would be responsible for the maintenance and upkeep of the landscaping if that option were to be selected. There were only a few comments concerning additional lighting improvement (5 in favor and 1 against), and only 1 respondent in favor of undergrounding of utilities.

### **Recommendations**

As a result of the comments received from the public meeting, as well as consideration of safety, project impacts, and available funding, a number of recommendations are offered.

Based on conceptual cost estimates, the following improvements approximately sum to the project budget and are recommended for further design studies:

1. Intersection Improvements at the intersection of St. Andrews Road and Broad River Road.
  - These improvements would encompass new signals with Mast Arms, sidewalk repairs and upgrades, signage upgrades, ADA upgrades, pedestrian crossing upgrades, raised medians and/or landscaped areas for beautification. These improvements would begin with a detailed traffic study to include traffic turning movements, crash history, updated ADT, etc.
2. Intersection Improvements at the intersection of Bush River Road and Broad River Road.
  - These improvements would encompass new signals with Mast Arms, sidewalk repairs and upgrades, signage upgrades, ADA upgrades, pedestrian crossing upgrades, raised medians and/or landscaped areas for beautification. These improvements would begin with a detailed traffic study to include traffic turning movements, crash history, updated ADT, etc.
3. Intersection Improvements at the intersection of Greystone Boulevard and Broad River Road.
  - These improvements would encompass new signals with Mast Arms, sidewalk repairs and upgrades, signage upgrades, ADA upgrades, pedestrian crossing upgrades, raised medians and/or landscaped areas for beautification. These improvements would begin with a detailed traffic study to include traffic turning movements, crash history, updated ADT, etc.

4. Incorporation of SCDOT Roadway Safety Audit components in the vicinity of the three intersections as identified in the Final Report dated October 2017 for US-176.

PENNY PROJECTS									
	Project	Ordinance Amount	Category	Budget for FY19	Amount Needed	From Project	Transfer Project Budget Balance	Category of Project Transfer From	Over Ordinance Amount from Revised Cost
Widening	Blythewood Rd Area Improvements	\$21,000,000.00	Widening	Not requested in FY19	\$ 775,000.00	Broad River Rd. Widening	\$ 1,411,777.41	Acquisitions	
	Blythewood Rd Widening	\$8,000,000.00	Widening	\$3,382,785.40	\$ 417,214.60	Broad River Rd. Widening	\$ 1,411,777.41	Acquisitions	\$7,869,375.50
	Hardscrabble Rd Widening	\$29,860,800.00	Widening	\$1,311,200.00	\$ 88,800.00	Shop Rd Widening	\$ 3,572,343.55	Acquisitions	
	Lower Richland Blvd Widening	\$6,100,000.00	Widening	\$260,992.84	\$ 189,007.16	Shop Rd Widening	\$ 3,572,343.55	Acquisitions	
	North Main Street Widening	\$35,400,000.00	Widening	\$15,881,969.92	\$ 6,418,030.08	Atlas Rd (\$3.7M) and Shop Rd (\$2.8M) Widening	Atlas \$6,411,785.95	Construction	
							Shop \$2,175,210.29	Construction	
	Polo Rd Widening	\$12,800,000.00	Widening	\$441,759.20	\$ 108,240.80	Shop Rd Widening	\$ 3,572,343.55	Acquisitions	
	<b>Total</b>				<b>\$ 7,996,292.64</b>				
PENNY PROJECTS									
	Project	Ordinance Amount	Category	Budget for FY19	Amount Needed	From Project	Budget Balance	Category of Project Transfer From	Over Ordinance Amount from Revised Cost
Special	Shop Road Extension (Ph.1 & 2)	\$71,800,000.00	Special	\$8,330,203.58	\$ 4,419,797.18	Dirt Rd Paving Program	\$ 8,396,135.66	Construction	
	Innovista Transportation Projects (I, II, III)	\$50,000,000.00	Special	\$5,885,539.52	\$ 1,214,459.78	Innovista Transportation	\$ 2,504,249.84	Construction	
	Neighborhood Improvements Program	\$63,000,000.00	Special	\$7,267,175.16	\$ 3,192,825.58	Dirt Rd Paving Program	\$ 8,396,135.66	Construction	
	Riverbanks Zoo (I, II)	\$4,000,000.00	Special	Not requested in FY19	\$ 10,000.00	Dirt Rd Paving Program	\$ 8,396,135.66	Construction	
	Local Road Resurfacing Program	\$40,000,000.00	Resurfacing	\$7,495,790.00	\$ 1,204,210.38	Neighborhood Improvements	\$ 3,027,061.71	Construction	
	<b>Total</b>				<b>\$ 10,041,292.92</b>				
PENNY PROJECTS									
	Project	Ordinance Amount	Category	Budget for FY19	Amount Needed	From Project	Budget Balance	Category of Project Transfer From	Over Ordinance Amount from Revised Cost
Intersection	Bull St. and Elmwood Ave.	\$2,000,000.00	Intersections	\$700,171.04	\$ 274,828.96	Innovista Transportation	\$ 1,417,868.72	Acquisitions	
	Screaming Eagle Rd. and Percival Rd.	\$1,000,000.00	Intersections	\$948,716.76	\$ 362,701.44	Innovista Transportation	\$ 1,417,868.72	Acquisitions	\$2,135,291.79
	Garners Ferry Rd. and Harmon Rd.	\$2,600,000.00	Intersections	\$334,161.85	\$ 325,838.15	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	North Springs Rd. and Harrington Rd.	\$2,000,000.00	Intersections	\$336,969.45	\$ 113,030.56	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	Broad River Rd. and Rushmore Rd.	\$3,700,000.00	Intersections	Not requested in FY19	\$ 85,000.00	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	Clemson Rd. and Rhame Rd./North Springs Rd.	\$3,500,000.00	Intersections	Not requested in FY19	\$ 275,000.00	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	Farrow Rd. and Pisgah Church Rd.	\$3,600,000.00	Intersections	\$566,244.67	\$ 3,755.33	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	Kennerly Rd. and Coogler Rd./Steeple Ridge Rd.	\$1,900,000.00	Intersections	Not requested in FY19	\$ 250,000.00	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	North Springs Rd. and Risdon Way	\$1,800,000.00	Intersections	Not requested in FY19	\$ 150,000.00	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	Summit Pkwy and Summit Ridge Rd.	\$500,000.00	Intersections	Not requested in FY19	\$ 80,000.00	Clemson Rd and Sparkleberry Lane Intersection	\$ 1,178,030.13	Acquisitions	
	<b>Total</b>				<b>\$ 1,920,154.44</b>				

\* Budgets will only be transferred as needed through the remainder of the FY19 year.

BIKE / PEDESTRIAN / GREENWAY PROJECTS								
Project	Ordinance Amount	Category	Budget for FY19	Amount Needed	From Project	Budget Balance	Category of Project Transfer From	Over Ordinance Amount from Revised Cost
Crane Creek Section A	\$1,541,816.00	Greenway	Not requested in FY19	\$ 200,000.00	Percival Road Sidewalk	\$ 2,075,758.01	Construction	
Three Rivers Greenway Extension Ph. 1	\$7,902,242.00	Greenway	\$6,840,240.64	\$ 1,349,558.36	Shop Rd Widening	\$ 2,175,210.29	Construction	
Lincoln Tunnel Greenway	\$892,739.00	Greenway	\$1,492,868.27	\$ 25,000.00	Lower Richland Blvd	\$ 80,000.00	Professional Services	
Dutchman Boulevard Connector	\$105,196.00	Greenway	Not requested in FY19	\$ 30,000.00	Hampton St Bikeway	\$ 169,660.96	Construction	
Columbia Mall Greenway	\$648,456.00	Greenway	Not requested in FY19	\$ 30,000.00	Pendleton St Bikeway	\$ 169,660.96	Construction	
Polo Road/ Windsor Lake Boulevard Connector	\$385,545.00	Greenway	Not requested in FY19	\$ 100,000.00	Pickens St/Washington St/Wayne Bikeway	\$ 169,660.96	Construction	
Woodbury / Old Leesburg Connector	\$116,217.00	Greenway	Not requested in FY19	\$ 30,000.00	Sumter St Bikeway	\$ 169,660.96	Construction	
Alpine Road Sidewalk	\$452,075.00	Sidewalk	\$1,178,396.58	\$ 13,726.77	Beltline Blvd Bikeway	\$ 169,660.96	Construction	\$3,959,114.50
Sidewalk Package S7 Superior St	\$778,852.00	Sidewalk	Unk	\$ 67,913.94	Beltline Blvd Bikeway	\$ 169,660.96	Construction	
Clemson Road Sidewalk	\$465,696.00	Sidewalk	Unk	\$ 493,000.00	Atlas Rd Widening	\$ 6,411,785.95	Construction	
Sidewalk Package S7 Bratton St	\$386,602.00	Sidewalk	Unk	\$ 72,913.94	Wheat St Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S3 Franklin St	\$715,585.00	Sidewalk	Unk	\$ 17,500.00	Beltline Blvd Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S7 Grand St	\$714,822.00	Sidewalk	Unk	\$ 79,913.94	Broad River Rd Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S3 Jefferson St	\$301,242.00	Sidewalk	Unk	\$ 17,500.00	Calhoun St Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S6 Magnolia St	\$828,458.00	Sidewalk	\$196,806.00	\$ 386,596.68	Innovista Transportation	\$ 2,504,249.84	Construction	
Sidewalk Package S2 Maple St	\$132,502.00	Sidewalk	Unk	\$ 7,500.00	Garners Ferry Rd Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S2 Mildred Ave	\$151,536.00	Sidewalk	Unk	\$ 7,500.00	Rosewood Dr Bikeway	\$ 169,660.96	Construction	
Capers Avenue Sidewalk (Prev Royster)	\$95,357.00	Sidewalk	Unk	\$ 15,000.00	Leesburg Rd Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S6 School House Rd	\$482,882.00	Sidewalk	Unk	\$ 386,596.68	Pineview Widening	\$ 900,000.00	Acquisitions	
Sidewalk Package S5 Senate St	\$476,230.00	Sidewalk	Unk	\$ 15,000.00	Blossom St Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S8 Tryon St	\$354,446.00	Sidewalk	Unk	\$ 207,913.94	Dirt Rd Paving Program	\$ 8,396,135.66	Construction	
Sidewalk Package S1 Wildwood Ave	\$264,449.00	Sidewalk	Unk	\$ 7,500.00	Columbiana Dr Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S4 Wiley St	\$280,895.00	Sidewalk	Unk	\$ 15,000.00	Clemson Rd Bikeway	\$ 169,660.96	Construction	
Sidewalk Package S1 Windover St	\$187,542.00	Sidewalk	Unk	\$ 7,500.00	Clemson Rd Bikeway	\$ 169,660.96	Construction	
Harrison Road Sidewalk	\$600,000.00	Sidewalk	\$1,143,283.21	\$ 53,740.98	Ft Jackson/Devine Bikeway	\$ 169,660.96	Construction	\$1,349,558.15
Sidewalk Package S9 Koon/Farmview	\$92,891.00	Sidewalk	Unk	\$ 420,000.00	Spears Creek Rd	\$ 1,266,692.51	Professional Services	
Sidewalk Package S8 Pelham	\$346,774.00	Sidewalk	Unk	\$ 212,914.24	Spears Creek Rd	\$ 1,266,692.51	Professional Services	
Sunset Sidewalk	\$364,522.00	Sidewalk	\$592,920.72	\$ 265,240.28	Leesburg Rd Widening	\$ 2,000,000.00	Construction	\$2,129,796.82
		<b>Total</b>		<b>\$ 4,535,029.76</b>				
				<b>\$ 24,492,769.77</b>				<b>\$17,437,133.76</b>

\* Budgets will only be transferred as needed through the remainder of the FY19 year.



## TRANSPORTATION PROGRAM

April 12, 2019

Mr. Michael Niermeier  
Director of Transportation  
Richland County Government  
P.O. Box 192  
Columbia, South Carolina 29202

Re: Dirt Road Package J  
PDT-771-IFB-2019

Dear Mr. Niermeier:

A bid opening was held at 2:00 PM on Wednesday, April 10, 2019 at the Richland County Office of Procurement at 2020 Hampton Street for the Dirt Road Package J Project. The Richland Program Development Team has reviewed the four (4) submitted bids for Dirt Road Package J which were submitted via Bid Express and found no discrepancies. The bids received were as follows.

<b>DIRT ROAD PACKAGE J - BID RESULTS SUMMARY</b>	
<b>BIDDER</b>	<b>SUBMITTED BID</b>
<b>Cherokee, Inc.</b>	<b>\$829,941.57</b>
R&T Grading, Inc.	\$1,028,280.43
Palmetto Corporation of Conway, Inc.	\$1,082,511.27
McClam & Associates, Inc.	\$1,124,333.10

Further review shows that the Cherokee, Inc. is duly licensed in South Carolina to perform this work. A copy of their license is attached.

A Mandatory Pre-Bid Conference was held at 10:00 AM on March 20, 2019 during which attendees gained information and bidding directives for the project. The Sign-In Sheet for the Pre-Bid Meeting is attached indicating interested firms that were in attendance.

Attached is a final bid tab sheet for your reference which indicates Cherokee's bid to be 14.6% below the Engineer's Estimate of \$971,292.28 for the project. A review of the low bid also shows a commitment of **11.0%** utilization of Small Local Business Enterprise (SLBE) companies which equals the 11.0% goal for this project.

Richland PDT recommends that a contract be awarded to the lowest responsive and responsible bidder, Cherokee, Incorporated. It is further recommended that the approval of the award also include a 10% contingency of \$82,994.16. We will schedule the pre-construction conference once we have been notified by you that Council has approved the contract.

Sincerely,



Dale Collier  
Procurement Manager  
Richland PDT, A Joint Venture

Cc: Dr. John Thompson, Richland County Acting County Administrator  
Jennifer Wladischkin, Richland County Procurement Manager  
Erica Wade, Richland County OSBO Manager  
Taylor Neely, Richland PDT

ATTACHMENTS:

Certified Bid Tab  
Bid Form – Cherokee, Inc.  
Bid Comparison to Engineering Estimate  
Pre-Bid Sign In Sheets  
Cherokee, Inc. License Confirmation  
Cherokee, Inc. DBE Utilization Documentation



**COMPANY NAME \***

Cherokee, Inc.

**COMPANY PHONE NUMBER \***

(803) 776-4870

**COMPANY ADDRESS \***

6928 Cheval St., Columbia, SC 29209

**EMAIL ADDRESS \***

ddriessen@cherokee-sc.com

**CONTRACTOR LICENSE NUMBER \***

G12263

**SC SALES TAX NUMBER \***

NA

**FEDERAL TAX ID  
NUMBER \***

57-0279383

**AUTHORIZED AGENT NAME \***

John R. Jordan, Jr.

**AUTHORIZED AGENT TITLE \***

President

**BID FORM**

\$655,267.57

Item #	Description	Units	Quantity	Unit Price	Extension
1031000	MOBILIZATION	LS	1.0000	\$41,000.00	\$41,000.00
1050800	CONSTRUCTION STAKES, LINES & GRADES	EA	1.0000	\$30,000.00	\$30,000.00
1052100	UTILITY COORDINATION	LS	1.0000	\$8,000.00	\$8,000.00
1071000	TRAFFIC CONTROL	LS	1.0000	\$18,000.00	\$18,000.00
2012000	CLEARING & GRUBBING WITHIN ROADWAY	LS	1.0000	\$80,000.00	\$80,000.00
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	SY	125.0000	\$20.00	\$2,500.00
2028600	REMOVAL & DISPOSAL OF EXISTING DRAINAGE PIPE	LF	89.0000	\$20.00	\$1,780.00
2031000	UNCLASSIFIED EXCAVATION	CY	1,631.0000	\$30.00	\$48,930.00
2033000	BORROW EXCAVATION	CY	307.0000	\$35.00	\$10,745.00
2081001	FINE GRADING	SY	7,326.0000	\$4.00	\$29,304.00
3050104	GRADED AGGREGATE BASE COURSE (4" UNIFORM)	SY	1,965.0000	\$12.00	\$23,580.00
3050106	GRADED AGGREGATE BASE COURSE (6" UNIFORM)	SY	3,387.0000	\$13.00	\$44,031.00
3050108	GRADED AGGREGATE BASE COURSE (8" UNIFORM)	SY	521.0000	\$25.00	\$13,025.00
3069900	MAINTENANCE STONE	TON	85.0000	\$50.00	\$4,250.00
4010005	PRIME COAT	GAL	1,761.9000	\$5.50	\$9,690.45
4011004	LIQUID ASPHALT BINDER PG64-22	TON	67.2600	\$567.00	\$38,136.42
4030340	HOT MIX ASPHALT SURFACE COURSE - TYPE C	TON	1,088.0000	\$91.10	\$99,116.80
6020005	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	SF	384.0000	\$7.00	\$2,688.00
6271005	4" WHITE BROKEN LINES (GAPS EXCL.) THERMOPLASTIC - 90 MIL.	LF	68.0000	\$3.30	\$224.40
6271010	4" WHITE SOLID LINES (GAPS EXCL.) THERMOPLASTIC - 90 MIL.	LF	200.0000	\$2.20	\$440.00
6271025	24" WHITE SOLID LINES (STOP/DIAG LINES) THERMOPLASTIC - 125 MIL.	LF	112.0000	\$13.75	\$1,540.00

Item #	Description	Units	Quantity	Unit Price	Extension
6271074	4" YELLOW SOLID LINES (PVT. EDGE LINES) THERMOPLASTIC - 90 MIL.	LF	600.0000	\$2.20	\$1,320.00
6510105	FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	SF	24.7500	\$25.00	\$618.75
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	LF	48.0000	\$11.00	\$528.00
7011851	CONCRETE KEY	LF	119.0000	\$45.00	\$5,355.00

**BID FORM**

\$655,267.57

Item #	Description	Units	Quantity	Unit Price	Extension
7141124	24" RC PIPE CUL.-CLASS IV	LF	72.0000	\$80.00	\$5,760.00
7141133	18" RC PIPE CUL.-CLASS V	LF	24.0000	\$70.00	\$1,680.00
7143615	15" SMOOTH WALL PIPE	LF	88.0000	\$60.00	\$5,280.00
7143618	18" SMOOTH WALL PIPE	LF	160.0000	\$62.00	\$9,920.00
7143624	24" SMOOTH WALL PIPE	LF	472.0000	\$63.00	\$29,736.00
7149999	CLEANING EXISTING PIPE	LF	46.0000	\$30.00	\$1,380.00
7191250	CATCH BASIN - TYPE 9 MH	EA	8.0000	\$2,900.00	\$23,200.00
7197120	ADJUST MANHOLE	EA	1.0000	\$1,500.00	\$1,500.00
8041015	RIP-RAP (CLASS A)	TON	7.0000	\$100.00	\$700.00
8041020	RIP-RAP (CLASS B)	TON	32.0000	\$65.00	\$2,080.00
8048100	GETOTEXTILE FOR EROSION CONTROL UNDER RIPRAP (CLASS 1) TYPE A	SY	9.0000	\$25.00	\$225.00
8048205	GETOTEXTILE FOR EROSION CONTROL UNDER RIPRAP (CLASS 2) TYPE B	SY	35.0000	\$20.00	\$700.00
8048210	GETOTEXTILE FOR EROSION CONTROL UNDER RIPRAP (CLASS 2) TYPE C	SY	8.0000	\$25.00	\$200.00
8051100	STEEL BEAM GUARDRAIL	LF	200.0000	\$32.32	\$6,464.00
8052210	END ANCHOR - TYPE B	EA	4.0000	\$308.00	\$1,232.00
8091010	RIGHT OF WAY MARKER (REBAR & CAP)	EA	31.0000	\$150.00	\$4,650.00
8091050	RIGHT OF WAY PLAT	LS	1.0000	\$11,000.00	\$11,000.00
8100001	PERMANENT VEGETATION	MSY	5.1540	\$500.00	\$2,577.00
8152004	INLET STRUCTURE FILTER - TYPE F (WEIGHTED)	LF	36.0000	\$10.00	\$360.00
8152007	SEDIMENT TUBES FOR DITCH CHECKS	LF	230.0000	\$10.00	\$2,300.00
8153000	SILT FENCE	LF	3,723.0000	\$3.50	\$13,030.50

Item #	Description	Units	Quantity	Unit Price	Extension
8153090	REPLACE/REPAIR SILT FENCE	LF	372.3000	\$5.00	\$1,861.50
8154050	REMOVAL OF SILT RETAINED BY SILT FENCE	LF	930.7500	\$5.00	\$4,653.75
8156200	CLEAN INLET STRUCTURE FILTERS	EA	1.0000	\$150.00	\$150.00
8156219	INLET STRUCTURE FILTER - TYPE A	LF	8.0000	\$25.00	\$200.00

**BID FORM**

\$655,267.57

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Item #	Description	Units	Quantity	Unit Price	Extension
8156490	STABILIZED CONSTRUCTION ENTRANCE	SY	1,925.0000	\$5.00	\$9,625.00
					Total: \$655,267.57

UTILITY RELOCATION NO. 1 WORKSHEET

\$174,674.00

Item Code	Description	Quantity	Units	Unit Price	Extension
WS-1	ABANDON IN PLACE AND/OR REMOVE EXISTING 6" WATER MAIN IN PLACE - (INCLUDES FLOWABLE FILL, LINE STOPS, CAPS, ETC.)	400.0000	LF	\$33.00	\$13,200.00
WS-2	6" PVC WATER MAIN	500.0000	LF	\$48.00	\$24,000.00
WS-3	6" PVC WATER MAIN, RJ	50.0000	LF	\$55.00	\$2,750.00
WS-4	2" PVC WATER MAIN, (INCLUDING FITTINGS, VALVES, RECONNECTIONS)	50.0000	LF	\$93.50	\$4,675.00
WS-5	1-1/2" SERVICE LINE, (INCLUDING FITTINGS, VALVES, RECONNECTIONS)	200.0000	LF	\$33.00	\$6,600.00
WS-6	3/4" SERVICE LINE, (INCLUDING FITTINGS, VALVES, RECONNECTIONS)	200.0000	LF	\$27.50	\$5,500.00
WS-7	TEE - 6" x 6", RJ	2.0000	EA	\$770.00	\$1,540.00
WS-8	BEND- 45 DEGREE- 6", RJ	1.0000	EA	\$692.00	\$692.00
WS-9	BEND- 22.5 DEGREE- 6", RJ	10.0000	EA	\$660.00	\$6,600.00
WS-10	BEND- 11.25 DEGREE- 6", RJ	2.0000	EA	\$660.00	\$1,320.00
WS-11	GATE VALVES W/ BOX -6"	1.0000	EA	\$1,564.00	\$1,564.00
WS-12	CONNECTION TO EXISTING WATER MIAN	2.0000	EA	\$7,311.00	\$14,622.00
WS-13	SERVICE LINE, OPEN CUT (SHORT SIDE)	10.0000	EA	\$1,375.00	\$13,750.00
WS-14	SERVICE LINE, OPEN CUT (LONG SIDE)	7.0000	EA	\$1,925.00	\$13,475.00
WS-15	TAPPING SLEEVE AND VALVE - 6" X 6"	2.0000	EA	\$6,841.00	\$13,682.00
WS-16	FIRE HYDRANT ASSEMBLY (TEE, VALVE, HYDRANT, RJ PIPING, ETC.)	3.0000	EA	\$6,000.00	\$18,000.00
WS-17	REMOVE EXISTING FIRE HYDRANT ASSEMBLY	3.0000	EA	\$1,254.00	\$3,762.00
WS-18	CONCRETE THRUST BLOCKING	2.0000	CY	\$505.00	\$1,010.00
WS-19	TESTING AND DISINFECTION	2.0000	EA	\$2,200.00	\$4,400.00
<b>Total:</b>					<b>\$174,674.00</b>

Item Code	Description	Quantity	Units	Unit Price	Extension
WS-20	RECORD DRAWINGS, CAD AND VALVE CARDS	1.0000	EA	\$6,600.00	\$6,600.00
SS-01	4" CL 160 PVC OFFSET, (INCLUDING FITTINGS, VALVES, TAPS, RECONNECTIONS, TESTING)	1.0000	EA	\$9,430.00	\$9,430.00
SS-02	2" CL 160 PVC OFFSET, (INCLUDING FITTINGS, VALVES, TAPS, RECONNECTIONS, TESTING)	1.0000	EA	\$3,060.00	\$3,060.00
SS-03	ADJUST MANHOLE	2.0000	EA	\$2,221.00	\$4,442.00
<b>Total:</b>					<b>\$174,674.00</b>



**DIRT ROADS PACKAGE J PDT-771-IFB-2019**

ITEM #	DESCRIPTION	LENGTH (MI.)	TOTAL PROJECT QUANTITY	Engineer's Estimate		Charlotte Inc.		R & T Grading		Palmetto Corp. of Conway		McClain & Associates		
				UNITS	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
1031000	MOBILIZATION		1,000		\$ 41,000.00	\$ 41,000.00		\$ 85,000.00	\$ 85,000.00		\$ 60,630.00	\$ 60,630.00	\$ 112,200.00	\$ 112,200.00
1050800	CONSTRUCTION STAKES, LINES & GRADES		1,000	EA	\$ 30,000.00	\$ 30,000.00		\$ 25,000.00	\$ 25,000.00		\$ 26,500.00	\$ 26,500.00	\$ 27,420.00	\$ 27,420.00
1052000	UTILITY WORKSHEET # 1		1,000	LS	\$ 174,674.00	\$ 174,674.00		\$ 268,375.00	\$ 268,375.00		\$ 164,362.36	\$ 164,362.36	\$ 188,190.00	\$ 188,190.00
1052100	UTILITY COORDINATION		1,000	LS	\$ 8,000.00	\$ 8,000.00		\$ 20,000.00	\$ 20,000.00		\$ 17,000.00	\$ 17,000.00	\$ 18,000.00	\$ 18,000.00
1071000	TRAFFIC CONTROL		1,000	LS	\$ 18,000.00	\$ 18,000.00		\$ 20,000.00	\$ 20,000.00		\$ 82,535.00	\$ 82,535.00	\$ 101,400.00	\$ 101,400.00
2012000	CLEARING & GRUBBING WITHIN ROADWAY		1,000	LS	\$ 80,000.00	\$ 80,000.00		\$ 25,000.00	\$ 25,000.00		\$ 36,000.00	\$ 36,000.00	\$ 72,000.00	\$ 72,000.00
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT		125,000	SY	\$ 20.00	\$ 2,500.00		\$ 140.00	\$ 17,500.00		\$ 35.55	\$ 4,443.75	\$ 33.60	\$ 4,200.00
2028600	REMOVAL & DISPOSAL OF EXISTING DRAINAGE PIPE		89,000	LF	\$ 20.00	\$ 1,780.00		\$ 25.00	\$ 2,225.00		\$ 20.90	\$ 1,860.10	\$ 18.75	\$ 1,648.00
2031000	UNCLASSIFIED EXCAVATION		1631,000	CY	\$ 30.00	\$ 48,930.00		\$ 23.00	\$ 37,513.00		\$ 35.30	\$ 57,574.30	\$ 18.75	\$ 30,581.25
2033000	BORROW EXCAVATION		307,000	CY	\$ 35.00	\$ 10,745.00		\$ 16.00	\$ 4,912.00		\$ 84.25	\$ 25,864.75	\$ 31.25	\$ 9,593.75
2081001	FINE GRADING		7326,000	SY	\$ 4.00	\$ 29,304.00		\$ 5.75	\$ 42,124.50		\$ 6.00	\$ 43,956.00	\$ 12.00	\$ 87,912.00
3050104	GRADED AGGREGATE BASE COURSE (4" UNIFORM)		1965,000	SY	\$ 12.00	\$ 23,580.00		\$ 5.75	\$ 11,298.75		\$ 15.65	\$ 30,752.25	\$ 10.50	\$ 20,632.50
3050106	GRADED AGGREGATE BASE COURSE (6" UNIFORM)		3357,000	SY	\$ 13.00	\$ 44,031.00		\$ 9.00	\$ 30,483.00		\$ 18.40	\$ 62,320.80	\$ 14.80	\$ 50,127.60
3050108	GRADED AGGREGATE BASE COURSE (8" UNIFORM)		521,000	SY	\$ 25.00	\$ 13,025.00		\$ 11.00	\$ 5,731.00		\$ 73.25	\$ 38,163.25	\$ 19.10	\$ 9,951.10
3069900	MAINTENANCE STONE		85,000	TON	\$ 50.00	\$ 4,250.00		\$ 45.00	\$ 3,825.00		\$ 120.75	\$ 10,263.75	\$ 45.90	\$ 3,901.50
4010005	PRIME COAT		1761,900	GAL	\$ 5.50	\$ 9,690.45		\$ 7.25	\$ 12,773.78		\$ 4.55	\$ 8,016.65	\$ 6.00	\$ 10,571.40
4011004	LIQUID ASPHALT BINDER PG64-22		67,260	TON	\$ 567.00	\$ 38,136.42		\$ 675.00	\$ 45,400.50		\$ 600.00	\$ 40,356.00	\$ 685.20	\$ 44,068.75
4030340	HOT MIX ASPHALT SURFACE COURSE - TYPE C		1038,000	TON	\$ 91.10	\$ 94,546.20		\$ 120.00	\$ 124,560.00		\$ 120.00	\$ 124,560.00	\$ 117.60	\$ 121,948.80
6020005	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)		384,000	SF	\$ 7.00	\$ 2,688.00		\$ 60.00	\$ 23,040.00		\$ 6.05	\$ 2,323.20	\$ 7.80	\$ 2,995.20
6271005	4" WHITE BROKEN LINES (GAPS EXCL.) THERMOPLASTIC - 90 MIL.		68,000	LF	\$ 3.30	\$ 224.40		\$ 4.50	\$ 306.00		\$ 3.03	\$ 206.04	\$ 3.60	\$ 244.80
6271010	4" WHITE SOLID LINES (GAPS EXCL.) THERMOPLASTIC - 90 MIL.		200,000	LF	\$ 2.20	\$ 440.00		\$ 4.00	\$ 800.00		\$ 2.52	\$ 504.00	\$ 2.40	\$ 480.00
6271025	4" WHITE SOLID LINES (STOP/DIAG LINES) THERMOPLASTIC - 125 MIL.		112,000	LF	\$ 13.75	\$ 1,540.00		\$ 22.00	\$ 2,464.00		\$ 15.14	\$ 1,695.68	\$ 15.00	\$ 1,680.00
6271074	4" YELLOW SOLID LINES (PVT. EDGE LINES) THERMOPLASTIC - 90 MIL.		600,000	LF	\$ 2.20	\$ 1,320.00		\$ 4.00	\$ 2,400.00		\$ 2.52	\$ 1,512.00	\$ 2.40	\$ 1,440.00
6510105	FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN		247,500	SF	\$ 25.00	\$ 6,187.50		\$ 35.00	\$ 8,662.50		\$ 19.68	\$ 4,870.80	\$ 29.80	\$ 7,375.55
6531210	U-SHAPED POST FOR SIGN SUPPORTS - 3P		48,000	LF	\$ 11.00	\$ 528.00		\$ 135.00	\$ 6,480.00		\$ 10.09	\$ 484.32	\$ 9.10	\$ 436.80
7011851	CONCRETE KEY		119,000	LF	\$ 45.00	\$ 5,355.00		\$ 137.50	\$ 16,362.50		\$ 103.65	\$ 12,354.35	\$ 69.60	\$ 8,282.40
7141124	24" RC PIPE CUL-CLASS IV		72,000	LF	\$ 80.00	\$ 5,760.00		\$ 55.00	\$ 3,960.00		\$ 150.80	\$ 10,857.60	\$ 84.00	\$ 6,048.00
7141133	18" RC PIPE CUL-CLASS V		24,000	LF	\$ 70.00	\$ 1,680.00		\$ 50.00	\$ 1,200.00		\$ 132.00	\$ 3,168.00	\$ 72.80	\$ 1,747.20
7143615	15" SMOOTH WALL PIPE		88,000	LF	\$ 60.00	\$ 5,280.00		\$ 42.00	\$ 3,696.00		\$ 51.40	\$ 4,523.20	\$ 60.60	\$ 5,332.80
7143618	18" SMOOTH WALL PIPE		160,000	LF	\$ 62.00	\$ 9,920.00		\$ 46.00	\$ 7,360.00		\$ 79.05	\$ 12,648.00	\$ 63.60	\$ 10,176.00
7143624	24" SMOOTH WALL PIPE		472,000	LF	\$ 63.00	\$ 29,736.00		\$ 52.00	\$ 24,544.00		\$ 97.35	\$ 45,949.20	\$ 74.10	\$ 34,975.20
7149999	CLEANING EXISTING PIPE		46,000	LF	\$ 30.00	\$ 1,380.00		\$ 30.00	\$ 1,380.00		\$ 120.00	\$ 5,520.00	\$ 30.00	\$ 1,380.00
7191250	CATCH BASIN - TYPE 9 MH		8,000	EA	\$ 2,900.00	\$ 23,200.00		\$ 6,500.00	\$ 52,000.00		\$ 4,700.00	\$ 37,600.00	\$ 3,300.00	\$ 26,400.00
7197120	ADJUST MANHOLE		1,000	EA	\$ 1,500.00	\$ 1,500.00		\$ 2,900.00	\$ 2,900.00		\$ 3,100.00	\$ 3,100.00	\$ 1,320.00	\$ 1,320.00
8041015	RIP-RAP (CLASS A)		7,000	TON	\$ 100.00	\$ 700.00		\$ 125.00	\$ 875.00		\$ 330.00	\$ 2,310.00	\$ 76.50	\$ 535.50
8041020	RIP-RAP (CLASS B)		32,000	TON	\$ 65.00	\$ 2,080.00		\$ 145.00	\$ 4,640.00		\$ 165.00	\$ 5,280.00	\$ 76.50	\$ 2,448.00
8048100	GETOTEXTILE FOR EROSION CONTROL UNDER RIPRAP (CLASS 1) TYPE A		9,000	SY	\$ 25.00	\$ 225.00		\$ 25.00	\$ 225.00		\$ 4.35	\$ 39.15	\$ 9.60	\$ 86.40
8048205	GETOTEXTILE FOR EROSION CONTROL UNDER RIPRAP (CLASS 2) TYPE B		35,000	SY	\$ 20.00	\$ 700.00		\$ 25.00	\$ 875.00		\$ 4.35	\$ 152.25	\$ 9.60	\$ 336.00
8048210	GETOTEXTILE FOR EROSION CONTROL UNDER RIPRAP (CLASS 2) TYPE C		8,000	SY	\$ 25.00	\$ 200.00		\$ 28.00	\$ 224.00		\$ 4.35	\$ 34.80	\$ 9.60	\$ 76.80
8051100	STEEL BEAM GUARDRAIL		200,000	LF	\$ 32.32	\$ 6,464.00		\$ 75.00	\$ 15,000.00		\$ 29.66	\$ 5,932.00	\$ 35.30	\$ 7,060.00

Bids Tabulation

Richland Co. Transportation Improvement Program



DIRT ROADS PACKAGE J PDT-771-IFB-2019

ITEM #	DESCRIPTION	LENGTH (MI.)	UNITS	TOTAL PROJECT QUANTITY	Engineer's Estimate		Cherokee Inc.		R & T Grading		Palmetto Corp. of Conway		McClain & Associates		
					UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	
8052210	END ANCHOR - TYPE B		EA	4,000		\$ 308.00	\$ 1,232.00								
8091010	RIGHT OF WAY MARKER (REBAR & CAP)		EA	31,000		\$ 150.00	\$ 4,650.00								
8091050	RIGHT OF WAY PLAT		LS	1,000		\$ 11,000.00	\$ 11,000.00								
8100001	PERMANENT VEGETATION		MSY	5.154		\$ 500.00	\$ 2,577.00								
8152004	INLET STRUCTURE FILTER - TYPE F (WEIGHTED)		LF	36,000		\$ 10.00	\$ 360.00								
8152007	SEDIMENT TUBES FOR DITCH CHECKS		LF	230,000		\$ 10.00	\$ 2,300.00								
8153000	SILT FENCE		LF	3723,000		\$ 3.50	\$ 13,030.50								
8153090	REPLACE/REPAIR SILT FENCE		LF	372,300		\$ 5.00	\$ 1,861.50								
8154050	REMOVAL OF SILT RETAINED BY SILT FENCE		LF	930,750		\$ 5.00	\$ 4,653.75								
8156200	CLEAN INLET STRUCTURE FILTERS		EA	1,000		\$ 150.00	\$ 150.00								
8156219	INLET STRUCTURE FILTER - TYPE A		LF	8,000		\$ 25.00	\$ 200.00								
8156480	STABILIZED CONSTRUCTION ENTRANCE		SY	1925,000		\$ 5.00	\$ 9,625.00								
<b>Total</b>							\$ 971,292.25	\$ 829,941.57	\$ 1,026,280.43	\$ 1,082,511.26	\$ 1,124,333.10	\$ 1,124,333.10			



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Dirt Road Package J  
 Date: March 20, 2019  
 Meeting Time: 10:00 AM

NAME/Business	EMAIL	PHONE
Taylor Noeley / PDT	tnoeley@richlandpenny.com	726-6153
Brian King	bking@richlandpenny.com	351-5289
TRACY T GREEN RTT CONSULTING INC	TRACY.T.GREEN@rttconsulting.com	803-629-0984
DAVID PHILLIPS	SiteWorkKoids@USIN.com	803-622-7014
Dale Collier / PDT	dcollier@bstonegroup.com	803-917-6250
BRENT WEAVER / Palmetto Corp	bweaver@palmettoCorp.net	843-365-2156 x233
Jamie Kendall / PDT	JKendall@RichlandPenny.com	803-349-6813
Chris Coogler / Coogler Construction INC		
Rain for Rent	vherrold@rainforrent.com	843-934-8407
Eddie Wolfe / Palmetto Sitework Services	ewolfe@pswsllc.com	803-536-3143



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Dirt Road Package J  
 Date: March 20, 2019  
 Meeting Time: 10:00 AM

NAME/Business	EMAIL	PHONE
Scott Jordan - Armstrong	Scott@armstrongcontractors.com	803-788-1190
John Jordan-Cherokee	jjordan@cherokee-sc.com	803-513-7225
GERARD WALKER - PDT	gwalker@richlandpenny.com	803-726-6151
Rebecca Connelly - PDT Utility	rconnelly@richlandpenny.com	803-605-2389
Charles P. Beam - PDT	cbeam@richlandpenny.com	803-726-6147
Mohammed Al-Tofan	al-tofan.mohammed@richlandcountysc.gov	803-354-0209
Alison Steede RC Trans.	steede.alison@richlandcountysc.gov	576-3574
KIMBERLY TONEY	toney.kimberly@richlandcountysc.gov	(803)
David Beatty	dbeatty@richlandpenny.com	726-6159
Ben Lewis	blewis@richlandpenny.com	726-3614
CL Construction	CLconstruction2013@hotmail.com	803 754-2100
RB Truving & Landim	KLconstruction@gmail.com	803 513.8549

Scrap US@yahoo.com 803-586-4879



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Dirt Road Package J  
 Date: March 20, 2019  
 Meeting Time: 10:00 AM

NAME/Business	EMAIL	PHONE
Eric Dent-Dent Brothers Const.	ed36583658@gmail.com	803-397-6949
Justin Tane McClam and Associates	jtane@mcclam.net	803 345 9194
Melissa Watts RC Procurement	watts.melissa@richlandcountysc.gov	803-576-2133
Erica Wade RC OSBO	wade.eric@richlandcountysc.gov	803-576-4540
Margaret Jones RC OSBO	jones.margaret@richlandcountysc.gov	803-576-1550
Cheryl Cawk RC OSBO	cheryl.cawk@richlandcountysc.gov	576-1540

Print this page

**Board: Commercial Contractors**

**CHEROKEE INC**  
6928 CHEVAL STREET  
COLUMBIA, SC 29209  
(803) 776-4870

License number: 12263  
License type: GENERAL CONTRACTOR  
Status: ACTIVE  
Expiration: 10/31/2020  
First Issuance Date: 01/01/1992  
Classification: GD5 HI5 WL5  
Qualified By: Financial Statement  
President / Owner: JOHN R JORDAN JR

[Click here for Classification definitions and licensee's contract dollar limit](#)

**Supervised By**  
**JORDAN JOHN (CQG)**

[File a Complaint against this licensee](#)

**Board Public Action History:**

View Orders

View Other License for this Person

No Orders Found

## CURRENT CLASSIFICATION ABBREVIATIONS and PROJECT/DOLLAR LIMITATIONS

The two-letters on a license indicates the designated classification(s) of work (i.e. **BD3**); the number behind the letters indicates their designated dollar limit per contract (i.e. **BD3**); see classifications & project/dollar limits below:

GENERAL CONTRACTOR classifications	MECHANICAL CONTRACTOR classifications
Asphalt Paving ..... AP	Air Conditioning ..... AC
Boiler Installation ..... BL	Electrical ..... EL
Boring & Tunneling (no technical exam) ..... BT	Heating ..... HT
Bridges ..... BR	Lightning Protection ..... LP
Building (BD, LB, UB) * ..... BD	Packaged Equipment ..... PK
Concrete ..... CT	Plumbing ..... PB
Concrete Paving ..... CP	Pressure and Process Piping **** ..... 1P/2P
General Roofing ..... GR	Refrigeration ..... RG
Glass & Glazing ..... GG	
Grading ..... GD	
Highway ** ..... HY	
Highway Incidental (no technical exam) ..... HI	
Interior Renovation (no technical exam) ..... IR	
Marine ..... MR	
Masonry (no technical exam) ..... MS	
Pipelines ..... PL	
Pre-Engineered Metal Buildings ..... MB	
Public Electrical Utility *** ..... 1U/2U	
Railroad (no technical exam) ..... RR	
Specialty Roofing ..... SR	
Structural Framing ..... SF	
Structural Shapes (no technical exam) ..... SS	
Swimming Pools ..... SP	
Water & Sewer Lines ..... WL	
Water & Sewer Plants ..... WP	
Wood Frame Structures ..... WF	

\* **Building (BD)**: includes GR, IR, MB, MS, SS, WF.

“**LB**” - qualifier took Limited Building exam - can only apply as Group #1, #2, or #3; cannot work over 3 stories.

“**UB**” - qualifier took Unlimited Building exam.

\*\* **Highway (HY)**: includes AP, CP, BR, GD, HI.

\*\*\* **Public Electrical Utility (1U/2U)**: “**1U**” given to those licensed prior to 4/1/99 and can engage in stadium lighting work. “**2U**” given to those licensed after 4/1/99 and cannot engage in stadium lighting work.

\*\*\*\* **Pressure and Process Piping (1P/2P)**: “**1P**” given to those licensed prior to 4/1/99 and can engage in boiler work; “**2P**” given to those licensed after 4/1/99 and cannot engage in boiler work.

### \*\*\* DOLLAR LIMITATIONS AND NEW WORTH REQUIREMENTS \*\*\*

GENERAL CONTRACTORS				MECHANICAL CONTRACTORS			
Group#	\$ Limit per Contract	Net Worth/ Total Equity	Surety Bond Amount	Group #	\$ Limit per Contract	Net Worth/ Total Equity	Surety Bond Amount
Group #1	\$50,000	\$10,000	\$20,000	Group #1	\$17,500	\$3,500	\$7,000
Group #2	\$200,000	\$40,000	\$80,000	Group #2	\$50,000	\$10,000	\$20,000
Group #3	\$500,000	\$100,000	\$200,000	Group #3	\$100,000	\$20,000	\$40,000
Group #4	\$1,500,000	\$175,000	\$350,000	Group #4	\$200,000	\$40,000	\$80,000
Group #5	\$Unlimited	\$250,000	\$500,000	Group #5	\$Unlimited	\$200,000	\$400,000

Revised 06/2018

**THE SLBE PARTICIPATION GOAL FOR THIS PROJECT IS: 11%**

\$91,347.15

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
Greens Landscaping & Lawn Service	2300 Cedar Creek Rd., Blythewood, SC 29016	8100001	Perm Vegetation	5.1500	MSY	\$425.00	\$2,188.75
Greens	Same	8153000	Silt Fence	3723.0000	LF	\$2.00	\$7,446.00
Corley Lawn & Construction	1317 Corley Ford Rd., Columbia, SC 29203	2012000	Clear & Grub	100.0000	HR	\$93.00	\$9,300.00
Corley	Same	2012000	Clear & Grub	320.0000	TN	\$29.30	\$9,376.00
Corley	Same	2023000	Rem & Disp	20.0000	TN	\$190.00	\$3,800.00
Corley	Same	2028600	Rem & Disp	10.0000	HR	\$93.00	\$930.00
Corley	Same	3050104	GABC	435.0000	TN	\$20.66	\$8,987.10
Corley	Same	3050106	GABC	1232.0000	TN	\$20.66	\$25,453.12
Corley	Same	3050108	GABC	253.0000	TN	\$20.66	\$5,226.98
Corley	Same	3069900	Maint. Stone	85.0000	TN	\$20.66	\$1,756.10
Corley	Same	8041015	Rip Rap Cl A	7.0000	TN	\$36.90	\$258.30
Corley	Same	8041020	Rip Rap Cl B	32.0000	TN	\$36.90	\$1,180.80
Corley	Same	8156490	Stab Const Ent	80.0000	TN	\$29.30	\$2,344.00
Construction Support Services LLC	PO Box 90408, Columbia, SC 29290	8091010	Right of Way Marker	31.0000	EA	\$100.00	\$3,100.00
Const Supp	Same	8091050	Right of Way Plat	1.0000	LS	\$10,000.00	\$10,000.00
<b>Total:</b>							<b>\$91,347.15</b>

**RICHLAND COUNTY GOVERNMENT  
DEPARTMENT OF TRANSPORTATION**

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



**Agenda Briefing**

**Background Information:**

Holt Consulting Company LLC., is requesting a wage rate increase per the Consumer Price Index (CPI).

**Recommended Action:**

Staff has no recommendation at this is time and is requesting guidance from Council.

**Fiscal Impact:**

The Fiscal impacts would be determined by which funds (General or Penny) are utilized for the wage rate increase and if these are allowable expenses per the Department of Revenue.

**Attachments:**

A document is attached which illustrates the breakdown each position's current hourly rate and the requested hourly rate.



Program Status Report



TRANSPORTATION PROGRAM

District: All  
Type: All  
Status: All

No.	Project Name	Project Limits		District(s)	* Status
		From	To		
<b>Widening</b>					
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 Fairground	George Rogers Boulev	10	Construction Complete
272	Bluff Road Phase 2 Improvements	National Guard/Berea	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	Right-of-Way 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
<b>Intersection</b>					
292	Broad River Rd. and Rushmore Rd. Intersection	Broad River Rd.	Rushmore Rd.	02	Construction Complete
293	Bull St. and Elmwood Ave. Intersection	Bull St.	Elmwood Ave.	04	Right-of-Way Phase
294	Clemson Rd. and Rhame Rd./North Springs Rd. Intersection	Clemson Rd.	Rhame Rd./North Sprin	08, 09	Construction Complete
295	Clemson Rd. and Sparkleberry Ln. Intersection	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 and Kelly Mill/Rimer Pond Rd. Intersection	Hardscrabble Rd.	Kelly Mill Rd./Rimer Po	02, 09	Construction Phase
299	Kennerly Rd. / Coogler Rd./Steeple Ridge Rd. Intersection	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

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
<b>Special</b>					
285	Commerce Drive Improvements Special	Royster Street	Jim Hamilton Boulevard	05, 10	Not Started
287	Kelly Mill Rd.	Hardscrabble Rd.	EJW Road	02, 09	Not Started
<b>289</b>	<b>Riverbanks Zoo Pedestrian Bridge</b>			<b>05</b>	<b>Construction Complete</b>
<b>290</b>	<b>Shop Road Extension Phase 1</b>	<b>Pineview Road</b>	<b>Longwood Road</b>	<b>10</b>	<b>Construction Phase</b>
324	Shop Road Extension Phase 2	Longwood Road	Garners Ferry Road	10, 11	Design Phase
<b>Innovista</b>					
<b>319</b>	<b>Innovista 1 - Greene Street Phase 1</b>	<b>Gadsden Street</b>	<b>Assembly Street</b>	<b>05</b>	<b>Construction Complete</b>
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
<b>Neighborhood Improvement</b>					
330	Broad River Corridor Neighborhood Improvements			02, 04, 05	Design Phase
328	Crane Creek Neighborhood Improvements			04, 07	Design Phase
326	Decker Blvd/Woodfield Park Neighborhood Improvements			08	Design Phase
<b>325</b>	<b>Broad River Neighborhood Improvements</b>			<b>04</b>	<b>Construction Phase</b>
<b>327</b>	<b>Candlewood Neighborhood Improvements</b>			<b>08</b>	<b>Construction Phase</b>
<b>318</b>	<b>Southeast Richland Neighborhood Improvements (Q1 2019 Construction)</b>			<b>11</b>	<b>Construction Phase</b>
329	Trenholm Acres / Newcastle Neighborhood Improvements			03	Design Phase
<b>Dirt Road</b>					
	42 Roads	<b>\$2M in Procurement (Q1 2019 Construction Start)</b>  <b>*\$21M / \$45M Dirt Road Funds under Contract or Complete</b>			Planning Phase
	36 Roads				Design Phase
	66 Roads				Right-of-Way Phase
	<b>6 Roads</b>				<b>Procurement Phase</b>
	<b>16 Roads</b>				<b>Construction Phase</b>
	<b>48 Roads</b>				<b>Construction Complete</b>
	55 Roads		Indefinitely Delayed		
<b>Resurfacing</b>					
	<b>100 Roads, 29 miles</b>	<b>\$7M in Procurement (Q1 2019 Construction Start)</b> <b>* \$29M / \$41.4M Resurfacing Funds under Contract or Complete</b>			<b>Procurement Phase</b>
	<b>102 Roads, 15.5 miles</b>				<b>Construction Phase</b>
	<b>292 Roads, 60 miles</b>				<b>Construction Complete</b>

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
<b>Pedestrian Intersection Improvements</b>					
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 Intersection			03	Construction Complete
129	Two Notch Rd and Maingate Dr/Windsor Lake Blvd Intersection			03	Construction Phase
130	Two Notch Rd and Sparkleberry Ln Intersection			09	Construction Phase
<b>Greenway</b>					
131	Columbia Mall Greenway	Trenholm (N of O'Neil)	Trenholm (S of Dent)	03, 08	Not Started
134	Crane Creek Greenway B	Crane Creek A	Smith Branch	04	Planning 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	Planning 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
<b>139</b>	<b>Lincoln Tunnel Greenway</b>	<b>Finlay Park/Taylor St</b>	<b>Elmwood Ave Bridge C</b>	<b>04, 05</b>	<b>Construction Complete</b>
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	Planning Phase
142	Smith/Rocky Branch Greenway B	Clement Rd	Colonial Dr	04	Planning Phase
141	Smith/Rocky Branch Greenway C	Downtown	Granby Park	05, 10	Design Phase
<b>144</b>	<b>Three Rivers Greenway Extension Ph. 1</b>	<b>I-26 overpass</b>	<b>Columbia Canal Walk</b>	<b>05</b>	<b>Construction Phase</b>
145	Woodbury/Old Leesburg Connector Greenway	Woodbury Dr	Old Leesburg Rd	11	Not Started
<b>Sidewalk</b>					
146	Alpine Rd Sidewalk	Two Notch Rd	Percival Rd	03, 08, 10	Right-of-Way Phase
147	Assembly St Sidewalk	Whaley St	Bellline Blvd	05, 10	Design Phase
<b>148</b>	<b>Blossom St Sidewalk</b>	<b>Williams St</b>	<b>Huger St</b>	<b>05</b>	<b>Construction Complete</b>
<b>149</b>	<b>Blythewood Rd Sidewalk</b>	<b>I-77</b>	<b>Main St</b>	<b>02</b>	<b>Construction Complete</b>
<b>150</b>	<b>Bratton St Sidewalk</b>	<b>King St</b>	<b>Fairview</b>	<b>05</b>	<b>Construction Complete</b>
<b>151</b>	<b>Broad River Rd Sidewalk</b>	<b>Greystone Blvd</b>	<b>Broad River Bridge</b>	<b>04, 05</b>	<b>Construction Complete</b>
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
<b>154</b>	<b>Calhoun St Sidewalk</b>	<b>Gadsden St</b>	<b>Wayne St</b>	<b>04</b>	<b>Construction Complete</b>
<b>182</b>	<b>Capers Ave Sidewalk</b>	<b>S. Ravenel</b>	<b>S. Ott</b>	<b>05</b>	<b>Construction Complete</b>
155	Clemson Rd Sidewalk	Longtown Rd	Two Notch Rd	07, 08, 09	Design Phase
<b>156</b>	<b>Clemson Rd Sidewalk Ph. 1</b>	<b>Two Notch Rd</b>	<b>Percival Rd</b>	<b>09, 10</b>	<b>Procurement Phase</b>
<b>157</b>	<b>Colonial Dr Sidewalk</b>	<b>Harden St</b>	<b>Academy St</b>	<b>04</b>	<b>Construction Complete</b>
<b>158</b>	<b>Columbiana Dr Sidewalk</b>	<b>Lexington County Line</b>	<b>Lake Murray Blvd</b>	<b>02</b>	<b>Construction Complete</b>
159	Fort Jackson Blvd Sidewalk	Wildcat Rd	I-77	06	Design Phase
<b>160</b>	<b>Franklin St Sidewalk</b>	<b>Sumter St</b>	<b>Bull St</b>	<b>04</b>	<b>Construction Complete</b>
<b>161</b>	<b>Gervais St Sidewalk</b>	<b>450' west of Gist St</b>	<b>Gist St</b>	<b>05</b>	<b>Construction Complete</b>
<b>162</b>	<b>Gervais St Sidewalk</b>	<b>Gist St</b>	<b>Huger St</b>	<b>05</b>	<b>Construction Complete</b>
<b>163</b>	<b>Grand St Sidewalk</b>	<b>Shealy St</b>	<b>Hydrick St</b>	<b>04</b>	<b>Construction Complete</b>
<b>164</b>	<b>Harrison Road Sidewalk</b>	<b>Two Notch Rd.</b>	<b>Forest Dr.</b>	<b>03</b>	<b>Procurement Phase</b>
165	Huger St Sidewalk	Blossom St	Gervais St	05	Planning Phase
<b>166</b>	<b>Jefferson St Sidewalk</b>	<b>Sumter St</b>	<b>Bull St</b>	<b>04</b>	<b>Construction Complete</b>
<b>167</b>	<b>Koon Road Sidewalk</b>	<b>Malinda Road</b>	<b>Farmview Street</b>	<b>03</b>	<b>Construction Phase</b>
<b>168</b>	<b>Laurel St Sidewalk</b>	<b>Gadsden St</b>	<b>Pulaski St</b>	<b>04, 05</b>	<b>Construction Complete</b>

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
169	Leesburg Rd Sidewalk	Garners Ferry Rd	Semmes Rd	10, 11	Right-of-Way Phase
170	<b>Lincoln St Sidewalk</b>	<b>Heyward St</b>	<b>Whaley St</b>	<b>05</b>	<b>Construction Complete</b>
171	Lower Richland Blvd Sidewalk	Rabbit Run Rd	Garners Ferry Rd	11	Design Phase
172	<b>Lyon St Sidewalk</b>	<b>Gervais St</b>	<b>Washington St</b>	<b>05</b>	<b>Construction Complete</b>
173	<b>Magnolia St Sidewalk</b>	<b>Two Notch Rd</b>	<b>Pinehurst Rd</b>	<b>03</b>	<b>Construction Complete</b>
174	<b>Maple St Sidewalk</b>	<b>Kirby St</b>	<b>Gervais St</b>	<b>06</b>	<b>Construction Complete</b>
188	<b>Marion St Sidewalk</b>	<b>Whaley St</b>	<b>Airport Blvd</b>	<b>05, 10</b>	<b>Construction Complete</b>
175	<b>Mildred Ave Sidewalk</b>	<b>Westwood Ave</b>	<b>Duke Ave</b>	<b>04</b>	<b>Construction Complete</b>
176	Park St Sidewalk	Gervais St	Senate St	05	Design Phase
177	<b>Pelham Dr Sidewalk</b>	<b>Gills Creek Parkway</b>	<b>Garners Ferry Road</b>	<b>06</b>	<b>Construction Complete</b>
178	Percival Road Sidewalk	Forest Dr	Northshore Rd	06, 08, 10	Right-of-Way Phase
179	<b>Pinehurst Sidewalk</b>	<b>Harrison Road</b>	<b>Forest Drive</b>	<b>03</b>	<b>Construction Complete</b>
180	<b>Polo Rd Sidewalk</b>	<b>Mallet Hill Rd</b>	<b>Alpine Rd</b>	<b>08, 09, 10</b>	<b>Procurement Phase</b>
181	Prospect Sidewalk	Wilmot Avenue	Yale	05	Indefinitely Delayed
183	<b>School House Rd Sidewalk</b>	<b>Two Notch Rd</b>	<b>Ervin St</b>	<b>03</b>	<b>Construction Phase</b>
184	<b>Senate St Sidewalk</b>	<b>Gladden St</b>	<b>Kings St</b>	<b>05, 06</b>	<b>Construction Complete</b>
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	<b>Tryon St Sidewalk</b>	<b>Catawba St</b>	<b>Heyward St</b>	<b>05</b>	<b>Construction Complete</b>
190	Two Notch Rd Sidewalk	Alpine Rd	Spears Creek Church R	03	Planning Phase
191	<b>Veterans Sidewalk</b>	<b>Coachmaker Road</b>	<b>Coatsdale Road</b>	<b>06, 11</b>	<b>Construction Complete</b>
192	<b>Veterans Sidewalk</b>	<b>Garners Ferry Road</b>	<b>Wormwood Drive</b>	<b>11</b>	<b>Construction Complete</b>
193	<b>Wayne St Sidewalk</b>	<b>Calhoun St</b>	<b>Laurel St</b>	<b>04, 05</b>	<b>Construction Complete</b>
194	<b>Wildwood Ave Sidewalk</b>	<b>Monticello Rd</b>	<b>Ridgewood Ave</b>	<b>04</b>	<b>Construction Complete</b>
195	<b>Wiley St Sidewalk</b>	<b>Superior St</b>	<b>Edisto Ave</b>	<b>10</b>	<b>Construction Complete</b>
196	<b>Windover St Sidewalk</b>	<b>Two Notch Rd</b>	<b>Belvedere Dr</b>	<b>03</b>	<b>Construction Complete</b>
<b>Bikeway</b>					
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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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
205	Blossom St Bikeways	Huger St	Assembly St	05	Not Started
<b>206</b>	<b>Blossom St Bikeways</b>	<b>Williams St</b>	<b>Huger St</b>	<b>05</b>	<b>Construction Complete</b>
207	Blythewood Rd Bikeways	Winnsboro Rd	Main St	02, 07	Design Phase
208	Bonham/ Devereaux/ Heathwood/ Kilbourne/ Rickenbaker/ Sweetbriar	Blossom St	Fort Jackson Blvd	05, 06	Planning Phase
210	Broad River Rd Bike Lanes	Greystone 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 Co	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/Webster Bikeways	Millwood Ave	Beltline Blvd	05, 06	Planning Phase
<b>238</b>	<b>Greene St Bikeways</b>	<b>Assembly St</b>	<b>350' west of Lincoln St</b>	<b>05</b>	<b>Construction Complete</b>
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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No.	Project Name	Project Limits		District(s)	* Status
		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
<b>250</b>	<b>Main St Bikeways</b>	<b>Elmwood Ave</b>	<b>Sunset Dr</b>	<b>04</b>	<b>Construction Complete</b>
251	Main St Bikeways	Pendleton St	Whaley St	04, 05	Planning Phase
<b>252</b>	<b>Oneil Ct Bikeways</b>	<b>Decker Blvd</b>	<b>Parklane Rd</b>	<b>03, 08</b>	<b>Construction Complete</b>
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	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
<b>264</b>	<b>Trenholm Rd Bikeways</b>	<b>South of Dent Middle St</b>	<b>Decker Blvd</b>	<b>03, 08</b>	<b>Construction Complete</b>
265	Two Notch Rd Bikeways	Alpine Rd	Spears Creek Church R	03, 07, 08, 09	Planning Phase
<b>266</b>	<b>Two Notch Rd Bikeways</b>	<b>Head St</b>	<b>Albritton Rd</b>	<b>03</b>	<b>Construction Complete</b>
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
<b>270</b>	<b>Wheat St Bikeways</b>	<b>Sumter St</b>	<b>Assembly St</b>	<b>05</b>	<b>Construction Complete</b>

\* 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.

## Pending Approvals List

- Procurement
  - Resurfacing Package Q – County
  - Resurfacing Package R – County
  - Polo/Harrison Shared Use Path and Sidewalk – County
  - North Springs/Harrington Intersection - 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
- Chatsworth Connector Land Disturbance Permit and Determination of Maintenance– County
- Spears Creek Widening Design start Authorization – County
- Garners Ferry/Harmon Intersection and Screaming Eagle/Percival Intersection 100% Construction Plans approval – 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
  - Construction contracts for the SERN, Dirt Road I, and Broad River Neighborhood
- Items approved by Council on 4-2-19 awaiting staff signature – County
  - Decker/Woodfield NIP AT&T Utility Agreement
  - Letter to SCDOT requesting closure of Gadsden Street as part of Greene Street Phase 2 project
- Bluff Road Widening Phase 1 R/W transfer to SCDOT from County (as part of project closeout)
- Garners Ferry/Harmon Intersection design approval for minor waterline