



Richland County Transportation Ad Hoc Committee

July 23, 2019 - 2:00 PM  
Council Chambers  
2020 Hampton Street, Columbia, SC 29201

1. **CALL TO ORDER** The Honorable Calvin "Chip" Jackson
2. **APPROVAL OF MINUTES** The Honorable Calvin "Chip" Jackson
  - a. Regular Session: June 24, 2019 [PAGES 1-14]
3. **ADOPTION OF AGENDA** The Honorable Calvin "Chip" Jackson
4. **ITEMS FOR INFORMATION** The Honorable Calvin "Chip" Jackson
  - A. Presentation of First Tryon Financial Advisors
  - B. S. 401 State Law Regarding Utility Cost  
(Pages 15-22)
  - C. Shop Road Change Order (Pages 23-27)
  - D. Pending Approvals (Page 28)
5. **ITEMS FOR ACTION** The Honorable Calvin "Chip" Jackson
  - A. Approval of Letters of Recommending to Award Bid:
    1. Resurfacing Package Q (Pages 29-40)
    2. North Springs/Harrington Intersection  
(Pages 41-60)  
Intersection (Pages 41-60)
  - B. Approval to Increase Construction Contingency amount:
    1. Koon/Farmview Sidewalk Project Project 10%  
(Page 61)
    2. Magnolia/Schoolhouse Road Project 10%  
(Page 61)

C. Approval of Penny Project Features Inside SCDOT Right of Way (Pages 62-71)

1. Shared Use Paths
2. Landscaped Medians
3. Mast Arms
4. Street Lighting

D. Approval of the Widening Memo (Pages 72-99)

E. Approval of Modified 2019-2028 Project and Cash Flow Plan (Pages 100-103)

**6. ADJOURNMENT**



Richland County Council  
Transportation Ad Hoc Committee  
June 25, 2019 – 1:00 PM  
Council Chambers  
2020 Hampton Street, Columbia 29204

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

OTHER COUNCIL MEMBERS PRESENT: Allison Terracio

OTHERS PRESENT: Michelle Onley, John Thompson, Eden Logan, Kimberly Toney, Michael Niermeier, Allison Steele, Quinton Epps, Nathaniel Miller, Christine Keefer, Rasheed Muwwakkil, and Jennifer Wladischkin

1. **Call to Order** – Mr. Jackson called the meeting to order at approximately 1:00 PM.
2. **Approval of Minutes: April 23, 2019** – Mr. Manning moved, seconded by Mr. Livingston, to approve the minutes as distributed.

In Favor: Jackson, Manning and Livingston

The vote in favor was unanimous.

3. **Adoption of the Agenda** – Mr. Niermeier stated “Crane Creek Greenway Scope of Work for Design Contracts” would need to be added to the agenda.

Mr. Manning stated he was disheartened with another broken promise. After living through another 2-hour work session, one of the things that promised was that the Gills Creek Greenway changes would be on the agenda, and a part of this meeting.

Mr. Jackson stated there was also a discussion about having a work session, with regard to the Greenways, which is why it not here today.

Mr. Niermeier stated back in March/April, when one of the matters came before Council, it was decided to have work session. It was discussed, at the Pre-Ad Hoc meeting, and the matter will be addressed at the next Ad Hoc meeting.

Mr. Jackson accepted full responsibility for making the decision, since we were not prepared to have the discussion today.

Mr. Livingston moved, seconded by Mr. Jackson, to adopt the agenda as amended.

The vote in favor was unanimous.

4. **ITEMS FOR INFORMATION:**

- a. **Holt #12 Service Order Modifications for Spears Creek Church Road Design** – Mr. Niermeier stated this item was presented to Council in October 2018, and received 1<sup>st</sup> Reading. Based on discussions with the County Attorney, it is going to require two more readings and a Public Hearing, in order to pass. Chairman Jackson wanted to bring it back to the committee’s attention, and make sure it is on the next Council agenda.
- b. **12 Dirt Road Contract Extensions** – Mr. Niermeier stated there are 12 dirt road contract extensions required. There is no costs. All 12 contracts are being extended to February 2020, which is before the end of the master contract the OETs are on.
- c. **Pending Approvals** – Mr. Niermeier stated these are the pending approvals with the County, or are in process. The Chatsworth Road Connector goes back to the Property Distribution Management Ad Hoc, when there was a parcel offered by the School District. The Chatsworth Connector runs through the larger of the two parcels that offered. He has been trying to get in touch with the Recreation Commission about that matter. The Shop Road Widening Internal funds transfer is up for signature. There are two engineering agreements the County is trying to reach with railroad, which is just a matter of the County paying the fee.

Mr. Jackson inquired if there are any anticipated problems.

Dr. Thompson responded, “No, sir.”

Mr. Manning requested a clearer understanding of trying to get in touch with the Recreation Commission.

Mr. Niermeier stated they have corresponded with email, tried different phone calls, and when he sees the Director, in person, he mentions it to her that they need to get together to discuss whether the Recreation Commission is interested in the property. Our interest is the Chatsworth Connector between the neighborhood and the main road.

Mr. Manning inquired if the Council member from that district was notified of this problem.

Mr. Niermeier stated the Council member has not been notified.

Mr. Jackson inquired if Mr. Niermeier anticipated being able to make that connection and have the issue resolved by the next Council meeting, committee meeting, etc.

Mr. Niermeier stated he would make that a priority, and, at least, have the conversation. Then, it is just a matter of willingness of the Recreation Commission and the School District.

- d. **Update on Blythewood/Richland County/SCDOT IGA for Blythewood SUP Maintenance** – Mr. Niermeier stated they have started the process of negotiation, and are working with the PDT to link up with the SCDOT and the Town of Blythewood to hand over the agreement.

5. **ITEMS FOR ACTION**

a. **Approval of Scope of Work for Design Contracts**

i. **Projects Under the Referendum**

1. **Shop Road Extension**
2. **Blythewood Area Improvement**
3. **Broad River Corridor NIP**
4. **Trenholm Acres/Newcastle NIP**
5. **Smith/Rocky Branch Greenway**
6. **Crane Creek Greenway**

Mr. Manning moved, seconded by Mr. Livingston, to approve Items 5(a)(i)(1-6).

Ms. Myers stated, from her understanding, staff is requesting to go to 70% design.

Mr. Niermeier stated the majority of these are up to 30%, which means all of the concepts were developed, and the public meeting held.

Ms. Myers stated, we were told, with doing this design work, that a subsequent engineer is not likely to use these designs because they did not have input. They will have to go back and check all of the design work, so we would be essentially redoing design work.

Mr. Niermeier stated what they have worked with Procurement on is “substantial progress”, which was determined to be 30%, where the OET that did the work would continue on the project until its logical conclusion. Since all these are at the 30%, we have met the metric of “substantial progress”; therefore, we would not be stopping it and handing it over to another firm.

Ms. Myers stated, for clarification, these are not the ones we are trying to move to 70% now.

Mr. Niermeier stated they have a list of all the projects, which are below 30%, and the ones that are at 30%. They are working with this metric, now, to determine which ones to move forward with, and which ones to stop.

Ms. Myers inquired if we are looking at the ones that are below 30%. She thought some of them were going to 70%.

Mr. Niermeier stated, he believes, the ones on this list are all at 30%, or greater.

Ms. Myers stated, if we are looking at projects, and taking them to 30%, because we know, at that point, a subsequent engineer could come in and accept that work and move forward, that makes sense to her. We are now looking at those that have gotten to 30%, and we are trying to move them to 70%. Her question is why we would be spending that money, knowing what we were told before, that it is not likely that much of the design is going to be accepted, by a subsequent company coming in. We know this contract will end in November.

Mr. Niermeier stated we are not doing the work again. The base contract, for the design work, ends in March. The intent is to utilize what has been done, and look at not wasting more money and have

someone redo it. If these start moving forward, they will be at the 30% or greater point, and by definition, in Procurement, that is “substantial completion”. The service order, the OETs are working under, would continue. No one would have to go back and redo the work.

Mr. Jackson stated there are others that Ms. Myers’ question is relevant to, but we are not presenting those.

Mr. Niermeier stated there are others that will not make the threshold, and will either be stopped, at a certain point, or bid out differently to continue design.

Mr. Jackson stated, the understanding is, the projects that are before us have already met the threshold that would require reconsideration later on down the line. If we approve them today, and they go from 30% to 70%, that work will continue up until March.

Mr. Niermeier stated the work could continue past March because they will have reached “substantial completion”.

Mr. Beaty stated a couple of these projects would go to 100% design plans. He did not want to mislead anyone.

Ms. Myers inquired if that means, at that point, we would have to bid it out to somebody else, and they would inherit design.

Mr. Beaty stated nothing changes. As Mr. Niermeier explained, we can move forward with the existing OET contracts. Some of them, are scoped to go through 70%, at which point, you may want to make changes in the final design. Some of the others are so clear that the contract is to finish the design.

In Favor: Jackson, Newton, Myers, Manning and Livingston

The vote in favor was unanimous.

**ii. Projects Over the Referendum**

**1. Polo Road Widening**

**2. Lower Richland Boulevard Widening**

Mr. Beaty stated both projects have been designed through 30% complete plans. They are, technically, over the referendum amount, but we are still recommending that you move forward with the design. Each of these would go from 30% to 100%, with the existing OET, and no redesign would be necessary.

Ms. Myers stated, so that means, we have designed it in a way that is over the referendum, and we would be continuing with that design. Alternatively, could the design be re-scoped to be under the referendum.

Mr. Beaty stated Lower Richland Boulevard is a very short section of road, so the only choice would be to go to 3-lanes, instead of 5-lanes. It is either all or nothing, from Garners Ferry to Rabbit Run. He would not think that Lower Richland could be redesigned to a different scope.

Ms. Myers stated, for clarification, Mr .Beaty presented an alternative to change the scope from 5-

lanes to 3-lanes.

Mr. Beaty stated it was included in the referendum and called out as a 5-lane road. The traffic studies warrant a 5-lane section.

Ms. Myers stated she does not disagree, but given that it is well over budget, it is a decision, and choice, that somebody has to make, to say, "Okay. It is well over the referendum amount, but the referendum called for it to be 5-lanes. To do it for 5-lanes, here is what it cost."

Mr. Livingston inquired if the design is for 3-lanes or 5-lanes.

Mr. Beaty stated Lower Richland is 5-lanes. On Polo, it is 3-lanes.

Mr. Livingston inquired if it would cost us anything, if we decided to go from 5-lanes to 3-lanes, to stay within the budget.

Mr. Beaty stated, today, we have 30% plans for a 5-lane, and there would be a nominal expense to change it to a 3-lane. If you did carry it through 70% - 100%, there would be an expense to change something, but it would not be a complete redesign.

Ms. Newton stated, from her perspective, she would like for us, as body, to say this the standard that we are using for items that are over the referendum. She does not think, without that framework, she could make a decision that it needs to be 5-lanes or 3-lanes. Yes, the referendum said it needed to be 5-lanes, but before we change it, we need to have a framework that we take to the people to say this is why we are making this decision, and this is how we are moving forward. Her preference is that we address what our policy is going to be moving forward, how we are going to address the decisions that we make, and how we are going to deal with any budget shortfalls that may appear.

Mr. Livingston stated, for clarification, the referendum called for Polo Road to be 3-lanes, and the design is for 3-lanes.

Mr. Beaty responded in the affirmative.

Mr. Jackson stated, one of the desired outcomes he had for the work session, was to address the issue that Ms. Newton raised, and identify projects that required exceptions be made. In addition, to make a decision, with regards, to how we would do that systemically, and objectively. He thinks, the "Cash Flow Plan", Mr. Beaty attempted to present at the work session, was an attempt to identify how systemically all the projects identified would be funded. Whether we agree with that plan, or not, is open for discuss, but that is what the intent was. Unfortunately, because many of the issues we are dealing with are now 7 - 8 years old, he still has some challenges separating the mere fact because it is over the referendum it is problematic. He is certain the subject experts in this field would tell him there are some percentage of dollars that have exceeded what was anticipated 8 years ago. Actually, the study, to put it on the referendum, was conducted in 2010 - 2011. For us to singularly hang our hats on, "It is over the referendum", so it is a no-no, he thinks we need to have a much broader discussion about where realistically, and economically, any item that placed on a budget 8 years ago would be, in terms of inflationary costs. He thinks that rather than kick the can down the road for those items that are clearly, and legitimately, over the referendum amount 8 - 9 years later, we need to have a specific conversation, sooner than later, to address the matter. It may require some individualized discussions, project by project. There are some projects, which have exceeded the referendum, for a host of different reasons, so to come up with a cookie-cutter approach, he is not sure

how realistic that may be.

Ms. Newton stated the one item that she would like to see added, as part of this decision, is the people. We decide, as a body, but when we talked about the Penny, we made a promise to people. If one project is \$30M over the referendum that could potentially impact another promise that we cannot keep. She thinks the right thing to do is to figure out a framework, so when we tell one person your project was changed, deferred, or denied, and someone else, your project could go \$30M over budget, we have a good reason, we can justify, and the people accept.

Ms. Terracio requested an estimate of how much these projects are expected to be over the referendum.

Mr. Beaty stated Lower Richland is almost within the range of their ability to estimate. The referendum amount was \$6.1M, and the estimate is \$6.7M. The referendum amount for Polo Road is \$12.8M, and \$15.3 is the estimate.

Mr. Livingston stated the decision for him, right now, is not voting on this because he is committed to going beyond the referendum. It is simply to be prepared to move forward, whichever way we decide to move forward. It may mean that a vote on Lower Richland, at this particular point, someone may find a way to fund it at \$6.7M, or not, but when he gets ready to make that decision, he knows it is still moving forward. There is no decision being made about what it is going to cost, at this point.

Mr. Beaty stated it takes 2 – 3 months to negotiate with the OETs, to get to their contract value. If you chose, you could authorize staff, and the PDT, to enter into negotiations. Nothing is final until Council approves the contract. If you would allow that, then all that is happening is negotiations with the OET. Council would still approve the final contract in September. If you wait until September, to begin negotiations, it may be December.

Ms. Myers inquired if you would be negotiating, based on the current status (i.e. over the referendum amount).

Mr. Beaty responded they could, or another opinion would be, to limit any potential risk, not to take the projects to 100%, but 70%. It keeps activities moving, but it minimizes any opportunity for rework in the future.

Ms. Myers stated she wants the projects to keep moving, but she shares Ms. Newton's concern that we may be just making busy work. We are keeping it moving, but we have not made a decision as to where we should be moving. Until we make some decisions, go back to the people about those proposals, and get an ultimate answer, she does not know that it is prudent to spend the money to get into negotiating something that may never be where we are going. She would say, within the next couple weeks, we need to make a decision, as to what the guiding philosophy is on these projects. She inquired, where are our financial advisors, in terms of the recommendations they were going to bring back to us, so we could drive this decision.

Dr. Thompson stated the financial advisor would be meeting with Mr. Niermeier tomorrow morning. He stated he met with them today. They will be sharing the models with them. They have built those models, based on the PDT's cash flow information.

Ms. Myers stated, for clarification, the financial advisors have developed some proposed recommendations that staff is vetting.

Dr. Thompson stated they would be sharing the models with Mr. Niermeier at the meeting tomorrow.

Ms. Myers inquired when those models would be brought to committee or Council.

Dr. Thompson stated he anticipates the model will come to the ad hoc committee next month.

Ms. Newton stated, for clarification, the financial advisors used the cash flow model, presented at our work session, as the assumption.

Dr. Thompson responded in the affirmative.

Ms. Newton stated the model, presumed, going over some places, and under some places. To understand the assumptions, did the assumptions say, "This is the math, how can we make these recommendations work financially", or did the advisor say, "These are the numbers of what we have spent, and what we have left, this is how we recommend making it."

Dr. Thompson stated the only thing they are going to give you is information about how to proceed, if we need debt financing.

Ms. Myers stated, basically, we are saying to them, now that we are standing in the shoes of the PDT; tell us how to execute their plan within our budget.

Dr. Thompson stated the financial advisors will be bringing the models to Council. The models are not etched in stone, so it is very interactive. You will have an opportunity to say how we proceed with debt financing, and how we prioritize the projects.

Ms. Myers stated, for clarification, the financial advisors are not starting from a clean slate. They are starting from the recommendations the PDT has made, as to how this program should go forward.

Dr. Thompson stated you cannot start from a clean slate when you are looking at Clemson Road or North Main Street, for example.

Ms. Myers stated those are projects underway. There are also projects that are not underway that could be started in a different way, and this County does not have to do in the same way. We are not the PDT. We are not going to have the number of employees they have. Presuming that, boxes us in, in her opinion. Her question is have we considered there may be another, or better way.

Dr. Thompson stated, again, the financial advisor is going to show you this model next month. You will have the opportunity to be able to modify the projects, as we move forward. Based on the policy that you set forth, you will be able to determine the path forward on all projects.

Ms. Myers stated, under that analysis, we do not need to wait for the financial advisors to give us their run rate to make the policy decision, as to what we do when we are in the position of a cost overrun. We need them to tell us what is possible, but, as far as, do we decide to re-scope when there is an overrun, or do we go forward, we do not need to wait on that.

Mr. Livingston moved, seconded by Mr. Manning, to move forward with 70% design.

Mr. Livingston stated the votes voted for these two projects. The probability of him voting to delete those is slim, which is why he is willing to move forward with the design instead of delaying them. It is

not going to cost much, and it could be to our benefit to move forward. One of the issues we have, now, with costs, is because it has taken us so long, and those estimates are going to continue to increase. He thinks we are better off moving forward with design, and not have projects done 8 – 10 years from now, when the costs may be significant.

Mr. Jackson stated the only hesitation he would have is, if a project could potentially be deleted, which is not the case with these two. The question on the table, today, is not to fund the completed project, but to fund the design portion. He is certainly willing to move forward with the design, and get the information from Council on whether or not we continue with the projects, as they stand. He would like us to be able to talk, specifically, and not hypothetically, because he thinks the public gets the impression, based upon comments that have been made, there are up to a dozen projects that are over the referendum amount. There is one project, that is out there, but for the most part, with the numbers he has seen, there is less than half a dozen projects that fall in this category.

Ms. Myers stated Mr. Livingston and Mr. Jackson's points stand for all the projects. Until we get a policy decision, all of these are projects that have been voted on, and nobody has said that we are scrapping anyone of them. Making the decision, based on that premise, is a little off. She would suggest, we need to have the conversation about all of the projects that have this problem, because none of them is slated for the chopping block. If there are only six, or so, that are over the referendum amount, it strengthens, in her mind, the need to look at the why. Either costs have gone up for all them, or they have not. If costs have skyrocketed for six projects, but we have 10 that somehow do not have skyrocketing cost, that is more of a reason that we look at it, and establish a protocol to move forward.

Mr. Livingston stated doing the design to 70% does not prohibit the discussion. He wants the discussion too, but the 70% design allows him to move forward with the project, and not put the project off.

Ms. Newton stated we are anchoring time, in a way that she is not sure is accurate, when we talk about delaying the conversation 6 months, or delaying things until September. She thinks it is perfectly reasonable to expect that these are conversations that we need to have in the next several weeks, and not months, to determine how we move forward.

Mr. Jackson stated, he thinks it is important to understand, that the conversation we are having now is not a new revelation. This conversation was being had when he arrived 3 years ago, so to suggest that we are going to address in 30 – 60 days what this Council has failed to address, in 3 years, is unrealistic. The issue regarding the projects, and where they stand, is absolutely a discussion we need to have, and go back to voters to make them aware that we are shortening a term here, or changing a project there. In the meantime, while we are doing that, not to design the project, seems fool hearted. Waiting to have a conversation, and then having to do the design anyway, in September or October. Why not let the design begin now, and let it run simultaneously. Once the end results of that conversation come out, it then impacts and modifies the design. As he understands it, it has not been a waste of money; it has only been a waste of time, if we do not start the design now.

In Favor: Jackson, Manning and Livingston

Opposed: Myers and Newton

The vote was in favor.

**b. Approval of Projects to be Advertised**

**i. Projects Under the Referendum**

- 1. Greene Street Phase 2 – Available to advertise**
- 2. Resurfacing Package R – Available to advertise**
- 3. Dirt Road Package K – July**

Mr. Manning moved, seconded by Mr. Livingston, to approve Items 5(b)(i)(1-3).

In Favor: Jackson, Newton, Myers, Manning and Livingston

**ii. Projects Over the Referendum**

- 1. Atlas Road Widening – July** – Mr. Beaty stated Atlas Road, in the referendum, was \$17.6M. The current estimate is approximately \$42M. He stated he would recommend looking at the Widening category, as a whole. If you infuse the potential savings from the I-20 Broad River Road Interchange, you could move forward with 10 of the 14, with no changes, and then modifications to the other four. If you look at one widening, without looking at the global discussion, you are not seeing the total picture.

Ms. Myers stated the current projection for Atlas Road is a little over 2 times the referendum. We have had other roads that have come in below the referendum.

Ms. Myers moved, seconded by Mr. Livingston, to forward to Council without a recommendation.

In Favor: Newton, Myers and Livingston

Opposed: Manning

Abstain: Jackson

The vote was in favor.

- 2. Polo SUP, Harrison Sidewalk – July** – Mr. Beaty stated the Polo Shared-Use Path is separate from the Polo Widening Project. It is referred to as the Polo Road Sidewalk in the monthly report. It is a combination of both bikeway and sidewalk funding because the Shared-Use Path serves both purposes. The cost estimate is approximately \$3M for the Polo Road SUP. The Harrison Sidewalk is estimated to be \$2M.

Mr. Livingston inquired about the amount over the referendum.

Mr. Jackson stated the Polo Road Sidewalk referendum amount was \$400,000, and the Harrison Road referendum amount was \$600,000. Basically, it has gone from \$1M to approximately \$5M.

Mr. Beaty stated, with the sidewalk category, there were a number of sidewalks completed outside of the program. If you kept the sidewalk category together, you could take the underruns and apply them to other sidewalks, within that category, to make

them whole. That is how the Polo Road and Harrison Road sidewalks have been designed, to date.

Mr. Jackson inquired, as a result of that, will any sidewalk projects be adversely affected by making those transfers.

Mr. Beaty stated no higher ranked, is how he has to answer that. They have developed the 56, in order. We could complete 50, of the 56. The last six could be negatively affected, even so, there is not enough to do all of them, so they are going to be affected. Whether this is right, wrong or indifferent, we have gone down the ranking, developed the projects. If there were savings from other sidewalks, we have applied those funds, moving down the line.

Mr. Jackson inquired if there are any that would have been done, but as a result of what Mr. Beaty described, would not be done now.

Mr. Beaty stated he does not think so. The sidewalk category had about \$27M. The PDT Cash Flow Plan had proposed reducing the sidewalk program, and the bikeway program, by approximately \$5M each to make the program \$0, at the end of the day. We had talked about Kelly Mill and Commerce being approximately \$9.5M so together that is \$19.5 M. He thinks the interest rate should be closer to 2.5%, instead of the 4%. If we recognize North Main, which is constrained per an agreement with the City, then we think we can change the workflow plan to easily \$20M. We could make the sidewalk category whole to the referendum, but even if we brought it back to the whole of the referendum for the sidewalk category, \$27M will not build 56 sidewalks.

Mr. Jackson stated even from the onset there was not enough money to build all of the sidewalks that have been identified.

Mr. Beaty stated that is correct, and it goes beyond the sidewalks. It goes to most projects.

Mr. Jackson stated, when we have our constructive debates about what to do next, is what to do next based upon some flawed data from, at the beginning. As a result of the flawed data, now we are trying to figure out how to make it whole when it was never sufficient funding, even when the referendum was passed. That is very troubling to him. He referenced the Parsons-Brinckerhoff study, as his evidence, when he went back to review that. When he reviewed that document, and looked at what was available, as a result, it is clear to him that we started out of the gate in a deficit, if we were going to try to do everything that was passed on the referendum.

Ms. Myers stated there are some things that are critically important to this discussion that she thinks we are overlooking. She stated that she appreciated the work of the PDT, and them getting the County as far down the road as they have, but there is several things that were said that trouble her. She stated it is not the PDT's role, or right, to be shuffling money around in Penny to make anything whole or to figure out where you bring money from to get this project or that done. That is a policy decision. To the extent, that looking at these projects, you have said we could realize savings here and put it there; that too is a policy decision. This body should decide all those things. The reason that moving forward with design, and pushing this in a way that we do not make these hard decisions is a hard problem, is because it is a de facto decision. When we get the point where we

have said design it, and construct it...well we cannot do these 6 on the bottom. They were not high priorities anyway. We were never going to be able to do them all, so we will just kick them down the road. Her concern with that is that is not what we are telling the public. What we are telling the public is that we are working to rationalize the program, but all the while, we are just moving along the list. We have de facto given the PDT the right to be the policy maker because they are coming to use and saying this is what we have done to rationalize it. That is what Council is supposed to be doing, with public involvement. There are six sidewalks on the bottom of a 56-sidewalk list, which we knew from day one we did not have enough money to do. There is 600 roads on the dirt road paving list, which cost \$500,000 each to pave. We have \$45M; therefore, you can pave 90 roads, so pick your 90. Her issue with that is who is picking the 90. Now that we have told the public that their sidewalks are going to be paved over in this area, and theirs in this area too, but they are all on lists. The public is not watching the list. They just know what the promise was. Before we lop off the end of it, we have to make a decision and present that decision to the public, and take the heat. We have to have a honest discussion about it, and not just move the needle and keep going along for the sake of keeping the project moving. What projects are moving? And, who has decided on the priority? Who has decided, if we realize savings over here, we should put them there? Council has not, and that is the core of their responsibility. She is concerned that because it is easier to do it the other way, that we are de facto doing it that way, and there is going to come a day of reckoning and we are all going to be responsible for not having not done exactly what is the harder thing. She wants these projects to keep going too. We need, as a group, to be saying the same thing. We do not need to be falling into doing something de facto to keep the program moving.

Mr. Manning stated, with all due respect, in his years here, before 2012, and with the PDT coming on, he has been on and off this committee, but consistently on Council, and his impression is that the PDT has never been making any policy decisions. They have come to this committee, Council Retreats, and Council meetings. Many times with thoughts, opinions, options, suggestions, and recommendations. Between this committee, work sessions, Council meetings, and Council Retreats, that decision have been made and continue, even today, with what is being brought before us in the agenda and support materials. Ultimately, Council has been the one to make the decisions.

Mr. Livingston stated his comments are similar to Mr. Manning's comments. He thanked Mr. Beaty for his recommendations and professional opinion regarding this matter. It helps him to make decision, as a Council member, no matter who he gets the information from. He does not see it as making decisions for Council. He sees it as making recommendations for us to consider, and that is what he expects. He thinks Mr. Beaty makes those recommendations as consistent, as possible, with the referendum. That helps him to engage in an honest discussion. He wants the same thing from staff, or anybody else.

Mr. Livingston moved, seconded by Mr. Manning, to proceed with advertising the project.

Ms. Myers stated, for the record, we are going \$4M over the referendum amount advertising for sidewalks, without a discussion of whether or not we ought to be looking at this a different way. All that we ask is that we postpone this because it is over the referendum amount. A \$400,000 sidewalk, at the referendum, that is now a \$2.9M sidewalk, in her opinion, Council should be asking a lot of questions, as to why it is that

far over. Are all the other ones that far over? If there are some that have come in under, as Mr. Beaty said, how did they come in well under, and we cannot re-scope this one to get it well under. She thinks moving forward this way, advertising for construction, does not make a lot of sense.

Ms. Newton commended the great work, with the Penny Program, thus far. The work has been so great, and so well done, that the people in her district have a lot of questions about it when it comes to what is being done in their areas. What remains to be spent, and how we are going to move forward. She wants us to fulfill our promise to the taxpayers of Richland County. She wants us to move forward and not have undue delay. Again, what she is asking for to take an account, and have us, as a body, make decisions, in terms of this is how we are going to move forward, when things are above the referendum. The fact of the matter is, she has gotten more calls and complaints about proposed cutting of \$5M. It is really hard for her to move forward, saying it is okay to go \$40M, \$30M, etc. over. She is not advocating for undue delay. She is advocating for us to put all our cards on the table, take a look at these numbers and say this is how it makes sense to move forward. Advertising for projects that are far over budget, sounds and feels, the same way as saying, "We approve this going that far over budget." That is where we need to have a conversation. Not just as body, from a policy making prospective, but with the constituents. The fact is the roads we build will need to be maintained. There will come a time when we will have to go before our constituents again, and potentially ask for another penny. When that time comes, she wants to be able to say that she duties. She did the best she could to make sure that we came to you and kept you informed.

Ms. Terracio stated, looking at this project, it seems they are pretty long projects. We are calling them sidewalks, but it looks like the Polo Road one is a Shared-Use Path. She requested additional information about that project.

Mr. Beaty stated a lot of the bikeways and sidewalks had the same road included in both categories. This piece of Polo, from Alpine to Mallet Hill, was identified as both a bikeway and a sidewalk. By constructing a 10-ft. Shared-Use Path you accommodate both.

Mr. Livingston withdrew his motion.

Mr. Livingston moved, seconded by Mr. Jackson, to forward this to Council without a recommendation.

Mr. Jackson stated he thinks this process has been painful, and has been difficult for him, as a Council member, and as a citizen. He was almost late to the meeting today because of the Clemson Road one-lane traffic. It has been painful for Administration, PDT, and the public. He wished there was an easy way to resolve it. Charleston County, unlike Richland County, recognized that they were not going to be able to get it all done, so they did not go for a 5-year referendum, they did a 3-year referendum and came back for a 2<sup>nd</sup> one. Now that he thinks about it, he sees the logic in that. They got a lot of work done, and told the public, "If you want to get the rest of this done, you are going to pass another referendum." As opposed, to going over the referendum, to try to get it done.

Mr. Manning stated he will be voting "No" out of principle and frustration. He thinks part of the responsibility committees have is to do the work.

In Favor: Jackson, Newton, Myers and Livingston

Opposed: Manning

The vote was in favor.

- c. **Penny Projects Inside SCDOT Rights-of-Way Maintenance Cost Impacts** – Ms. Steele stated the street lighting cost estimate was updated, and added additional attachments. Staff is requesting guidance from Council on whether to proceed with this. If we proceed, and take on this responsibility, Public Works will likely have to request additional funding for the maintenance. On pp. 63 – 64 of the agenda, is a breakdown of the items that will require maintenance; p. 65 is the updated cost estimates for lighting. Bear in mind, the estimates are based on a cost estimate that was received for the Decker/Woodfield project. This is being broadly applied to the countywide look at lighting. The two scenarios are for a 15-year period. The first scenario is if you were to pay a lump sum amount down for the installation and maintenance fees, with a monthly energy fee. Over a 15-year timeframe, for a 4 or 5-lane roadway, it would be \$578,600. The second scenario is if you do not pay any money up front. The monthly fee would include the installation, maintenance and energy fees, which would equate to \$738,000 over a 15-year period.

Ms. Myers inquired if there is a theory under which we would do the lighting we are all contemplating that needs to be done and get a volume discount, or is this going to be a multiplier on every road.

Ms. Steele stated it is hard to get a good figure for this, if the lighting was done countywide. We took the cost estimate and assumed that most of the County's roads are 2-laned, not 4-laned, so we cut the estimate in half. If you broadly assume we install lighting on every County-maintained road, which is where the figure of \$232,837,319 (Scenario 1) or \$296,982,270 (Scenario 2) come from. Many subdivisions already have lighting installed and maintained by HOAs. The installation costs could decrease, but you could have the HOAs that have lighting to come to the County and say, "You installing and maintaining over here. We want you to take over our costs."

Ms. Myers stated that is over \$200M, over 15 years, so the taxpayers may not be able to sustain a universally lit county.

Mr. Livingston inquired if we could pay for the installation of lighting on Penny-funded roads.

Ms. Steele stated, she believes, that is a question they plan to ask SCDOR, when they have their audit meeting with them.

Ms. Myers inquired if we have investigated solar lighting.

Ms. Steele stated she does not believe so.

Ms. Myers suggested, if that is an option, that might get us to a more energy efficient, and achieve the goal across the county.

Mr. Manning inquired if Mr. Jackson has a list of things that are going to be brought to SCDOR.

Mr. Jackson stated he does not.

Mr. Manning stated, as a member of this committee, he thinks Mr. Jackson should have a current list of what will be brought up in the SCDOR meeting, ahead of time, so he is aware of what the items will be, and if there are ones he has heard brought up during the meeting process, that are not on the list, they can be added. Secondly, on p. 67, it talks about animals and the effects of lighting. If we are going to move forward with lighting, and it is going to affect bird migration, it would be helpful for us to learn as much as we can about that issue. It would seem, if we put the lighting up at one time of the year, it would keep them in the South, or, if we put it up at another time of the year, it would keep them in the North.

Ms. Newton stated, with whatever lighting options that we consider, there is significant research that goes into lighting that decreases light pollution, and focuses the light on the things we want to protect (i.e. people and property). She stated she feels like she is being presented with a binary choice, and she wants to make sure she does not miss it. The choices are we do not do the lighting or we do the lighting for a few hundred thousand dollars up to hundreds of millions of dollars, depending on how we go across the County. She inquired if these are the only two options we have explored or are there others that are appropriate for us to look at.

Mr. Jackson stated Ms. Myers mentioned solar lighting, so we should definitely should explore other options. His understanding is, the will of the committee is, to take another look at what possible options are available and see if there are any other options in neighboring counties or counties of comparable size.

Ms. Newton stated, the way she understands this is, that we are looking at this lighting, in totality. To give staff the opportunity to provide guidance on, "these are some places you should absolutely consider it" or "these are some places where it might be more optional" so we are looking at tiered choices.

Ms. Steele stated the reason this came about was they located a paragraph in the ordinance that said, "If you are going to proceed with lighting, on some projects, you have to look at it countywide."

Ms. Terracio inquired if every road, the County maintains, would have lighting or if they were more focused on business center areas.

Mr. Livingston stated one of the most significant thing, as it relates to the program, is the realignment of the program. He would like to urge staff to come up with a plan and/or give us significant feedback, in terms of their thoughts, about what is being recommended by the PDT.

Mr. Jackson stated, if ultimately the decision is going to be ours to make, he thinks many of us have a grasp of the challenges we are facing now, and in the few months to come, he would suggest Council weigh in on the recommendations/options.

6. **ADJOURN** – The meeting adjourned at approximately 2:32 PM.

## Session 123 - (2019-2020)

### **S\*0401 (Rat #0049, Act #0036 of 2019) General Bill, By Campbell and Scott**

**Summary:** Highway system construction

AN ACT TO AMEND THE CODE OF LAWS OF SOUTH CAROLINA, 1976, BY ADDING SECTION 57-5-880 SO AS TO DEFINE CERTAIN TERMS, PROVIDE AN ENTITY UNDERTAKING A TRANSPORTATION IMPROVEMENT PROJECT SHALL BEAR THE COSTS RELATED TO RELOCATING WATER AND SEWER LINES, TO PROVIDE THE REQUIREMENTS FOR UTILITIES TO BE ELIGIBLE FOR RELOCATION PAYMENTS, AND TO PROVIDE A SUNSET PROVISION. - ratified title

**01/22/19 Senate Introduced and read first time (Senate Journal-page 9)**  
**01/22/19 Senate Referred to Committee on Transportation (Senate Journal-page 9)**  
**03/21/19 Senate Committee report: Favorable with amendment Transportation (Senate Journal-page 10)**  
**03/22/19 Scrivener's error corrected**  
**03/27/19 Senate Committee Amendment Adopted (Senate Journal-page 56)**  
**03/27/19 Senate Read second time (Senate Journal-page 56)**  
**03/27/19 Senate Roll call Ayes-38 Nays-0 (Senate Journal-page 56)**  
**03/28/19 Senate Read third time and sent to House (Senate Journal-page 13)**  
**04/02/19 House Introduced and read first time (House Journal-page 3)**  
**04/02/19 House Referred to Committee on Education and Public Works (House Journal-page 3)**  
**04/25/19 House Committee report: Favorable Education and Public Works (House Journal-page 2)**  
**04/26/19 Scrivener's error corrected**  
**04/30/19 House Read second time (House Journal-page 29)**  
**04/30/19 House Roll call Yeas-108 Nays-0 (House Journal-page 30)**  
**05/01/19 House Read third time and enrolled (House Journal-page 12)**  
**05/09/19 Ratified R 49**  
**05/13/19 Signed By Governor**  
**05/17/19 Effective date 05/13/19**  
**05/21/19 Act No. 36**

1 COMMITTEE REPORT

2 April 25, 2019

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4

## S. 401

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Introduced by Senators Campbell and Scott

7

8 S. Printed 4/25/19--H.

[SEC 4/26/19 11:07 AM]

9 Read the first time April 2, 2019.

10

11

12 **THE COMMITTEE ON EDUCATION AND PUBLIC**  
13 **WORKS**

14

To whom was referred a Bill (S. 401) to amend Article 5, Chapter 5, Title 57 of the 1976 Code, relating to the construction of the state highway system, by adding Section 57-5-880, etc., respectfully

17

**REPORT:**

18

That they have duly and carefully considered the same and recommend that the same do pass:

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21

MERITA A. ALLISON for Committee.

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23

24 **STATEMENT OF ESTIMATED FISCAL IMPACT**

25

**Explanation of Fiscal Impact**

26

**Amended by the Senate on March 27, 2019**

27

**State Expenditure**

28

This bill requires an entity that undertakes a transportation improvement project to bear the costs related to relocating water and sewer lines, up to four percent of the original construction bid amount for a large public water utility or large public sewer utility. In addition, DOT must include metrics on utility relocation in its annual accountability report.

34

DOT indicates that the bill could increase recurring other funds expenses by \$12,900,000 annually, beginning in FY 2019-20. This estimate is based upon project costs for future projects. Further, DOT indicates that expenses will depend upon the actual projects for which the agency is able to contract in a given year.

39

**Local Expenditure**

40

The Revenue and Fiscal Affairs Office surveyed twenty-three county governments regarding the expenditure impact of this

41

[401-1]

1 amendment. We received responses from three county  
2 governments.

3 Florence County does not own a water or sewer system.  
4 Therefore, this bill will have no expenditure impact on Florence  
5 County.

6 Lancaster County indicates that most of its road projects are  
7 limited to resurfacing or initial paving, and the county usually does  
8 not participate in widening projects where a utility line may have to  
9 be relocated. Therefore, the bill will have no expenditure impact on  
10 Lancaster County.

11 Charleston County references ten featured projects and an  
12 estimate of unallocated money for the next eleven years to which  
13 this bill would apply. The value of the ten projects is approximately  
14 \$678,000,000, and the percentage of the unallocated money that will  
15 be allocated to Charleston County road projects is estimated to be  
16 \$62,370,000. The county indicates that the four percent threshold  
17 applies to these ten projects. Therefore, the expenditure impact of  
18 these projects is estimated to be approximately \$29,614,800 to the  
19 county.

20 In addition, Charleston County has an additional ongoing project  
21 that will not cost the full four percent authorized by this bill. From  
22 the \$725,000,000 project total, the expenditure impact will be  
23 approximately \$10,000,000 to \$12,000,000, bringing the total  
24 expenditure impact to the county to between \$39,614,800 and  
25 \$41,614,800.

26 Due to the various combination of parties that may be affected,  
27 the expenditure impact of this bill on local governments cannot be  
28 estimated. Determination of the expenditure impact is further  
29 complicated, because increased costs and savings depend upon the  
30 specific project plans and their costs as well as the existence of prior  
31 rights.

32 **Introduced on January 22, 2019**

33 **State Expenditure**

34 This bill requires an entity that undertakes a transportation  
35 improvement project to bear the costs related to relocating water and  
36 sewer lines, up to four percent of the original construction bid  
37 amount for a large public water utility or large public sewer utility.

38 DOT indicates that the bill could increase recurring other funds  
39 expenses by \$12,900,000 annually, beginning in FY 2019-20. This  
40 estimate is based upon project costs for future projects. Further,  
41 DOT indicates that expenses will depend upon the actual projects  
42 for which the agency is able to contract in a given year.

[401-2]

1 **Local Expenditure**

2 The Revenue and Fiscal Affairs Office surveyed twenty-three  
3 county governments regarding the expenditure impact of this  
4 amendment. We received responses from three county  
5 governments.

6 Florence County does not own a water or sewer system.  
7 Therefore, this bill will have no expenditure impact on Florence  
8 County.

9 Lancaster County indicates that most of its road projects are  
10 limited to resurfacing or initial paving, and the county usually does  
11 not participate in widening projects where a utility line may have to  
12 be relocated. Therefore, the bill will have no expenditure impact on  
13 Lancaster County.

14 Charleston County references ten featured projects and an  
15 estimate of unallocated money for the next eleven years to which  
16 this bill would apply. The value of the ten projects is approximately  
17 \$678,000,000, and the percentage of the unallocated money that will  
18 be allocated to Charleston County road projects is estimated to be  
19 \$62,370,000. The county indicates that the four percent threshold  
20 applies to these ten projects. Therefore, the expenditure impact of  
21 these projects is estimated to be approximately \$29,614,800 to the  
22 county.

23 In addition, Charleston County has an additional ongoing project  
24 that will not cost the full four percent authorized by this bill. From  
25 the \$725,000,000 project total, the expenditure impact will be  
26 approximately \$10,000,000 to \$12,000,000, bringing the total  
27 expenditure impact to the county to between \$39,614,800 and  
28 \$41,614,800.

29 Due to the various combination of parties that may be affected,  
30 the expenditure impact of this bill on local governments cannot be  
31 estimated. Determination of the expenditure impact is further  
32 complicated, because increased costs and savings depend upon the  
33 specific project plans and their costs as well as the existence of prior  
34 rights.

35  
36 Frank A. Rainwater, Executive Director  
37 Revenue and Fiscal Affairs Office  
38

[401-3]

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**A BILL**

TO AMEND ARTICLE 5, CHAPTER 5, TITLE 57 OF THE 1976 CODE, RELATING TO THE CONSTRUCTION OF THE STATE HIGHWAY SYSTEM, BY ADDING SECTION 57-5-880, TO PROVIDE THAT AN ENTITY UNDERTAKING A TRANSPORTATION IMPROVEMENT PROJECT SHALL BEAR THE COSTS RELATED TO RELOCATING WATER AND SEWER LINES, TO PROVIDE THE REQUIREMENTS FOR UTILITIES TO BE ELIGIBLE FOR RELOCATION PAYMENTS, AND TO DEFINE NECESSARY TERMS.

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. Article 5, Chapter 5, Title 57 of the 1976 Code is amended by adding:

- “Section 57-5-880. (A) For the purposes of this section:
  - (1) ‘Betterment’ means any upgrade to a facility being relocated that is made solely for the benefit of the public water system and that is not attributable to the improvement, construction, reconstruction, or alteration of roads, streets, or highways undertaken by the department.
  - (2) ‘Costs related to relocating water and sewer lines’ means the amount attributable to the relocation, less the amount of any betterment made to the system. Costs related to relocating water and sewer lines include, but are not limited to, right-of-way acquisition to accommodate the relocated utility, if in the best interests of the transportation improvement project, design, engineering, permitting, removal, installation, inspection, materials, and labor costs.
  - (3) ‘Large public sewer utility’ means a public sewer utility that does not meet the definition of a small public sewer utility.

[401]

1 (4) 'Large public water utility' means a public water utility  
2 that does not meet the definition of a small public water utility.

3 (5) 'Public highway system' means:

4 (a) the state highway system as defined in Section 57-5-10;

5 (b) roads, streets, and highways under the jurisdiction of a  
6 county or municipality; and

7 (c) bridges, tunnels, overpasses, underpasses, interchanges,  
8 and other similar facilities located throughout the State.

9 (6) 'Public sewer system' means a sewer system that provides  
10 sewer services to the public and that is publicly owned or owned by  
11 a private, not-for-profit entity as defined in Title 33, Chapter 31.

12 (7) 'Public water system' means, for the purposes of this  
13 chapter, any publicly owned or privately owned not-for-profit, as  
14 defined in Chapter 31, Title 33, waterworks system that provides  
15 water, whether piped or delivered through some other constructed  
16 conveyance, for human consumption, including the source of  
17 supply, whether the source of supply is of surface or subsurface  
18 origin.

19 (8) 'Relocating' or 'relocated' means an adjustment  
20 necessitated by a transportation improvement project of a public  
21 water system or public sewer system facility by removing and  
22 reinstalling the facility; a move, rearrangement, or change of the  
23 type of existing facilities; necessary safety and protective measures;  
24 or the construction of a replacement facility that is both functionally  
25 equivalent to, but not including any betterment of, the existing  
26 facility that is necessary for the continuous operation of the system's  
27 service.

28 (9) 'Small public sewer utility' means a public sewer utility  
29 that has ten thousand or fewer sewer connections and that serves a  
30 population of thirty thousand or less. In determining whether a  
31 public utility offering water or sewer services qualifies as a small  
32 utility, the number of water taps and sewer connections shall be  
33 counted separately and shall not be combined.

34 (10) 'Small public water utility' means a public water utility  
35 that has ten thousand or fewer water taps and that serves a  
36 population of thirty thousand or less. In determining whether a  
37 public utility offering water or sewer services qualifies as a small  
38 utility, the number of water taps and sewer connections shall be  
39 counted separately and shall not be combined.

40 (11) 'Transportation improvement project' or 'project' means  
41 a permanent improvement, construction, reconstruction, or  
42 alteration to the public highway system undertaken by a state or  
43 local government entity, or a political subdivision.

[401]

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1 (B)(1) Notwithstanding any encroachment permit conditions  
2 to the contrary, an entity undertaking a transportation improvement  
3 project must bear the costs, according to the schedule prescribed in  
4 subsections (C) and (D), related to relocating water and sewer lines:

5 (a) that are maintained and operated by a public water  
6 system or a public sewer system and are located within the  
7 rights-of-way for a transportation improvement project; and

8 (b) that must be relocated to undertake the project.

9 (2) To be eligible for payment of the relocation costs, the  
10 relocation must be placed under the control of the general contractor  
11 for the transportation improvement project, unless the public water  
12 or public sewer system opts out of placing the relocation under the  
13 control of the general contractor according to subsection (F).

14 (3) To be eligible for payment of the relocation, the public  
15 water or public sewer utility must meet the bidding and construction  
16 schedule established by the entity undertaking the transportation  
17 improvement project, such as design conferences and submittal of  
18 all relocation drawings and bid documents. All documents necessary  
19 for inclusion in the transportation improvement project must be  
20 provided by the utility at least one hundred eighty days prior to the  
21 receipt of bids for the project. However, if the transportation  
22 improvement project is under an accelerated schedule, then the  
23 entity undertaking the project shall notify the utility of the date by  
24 which the documents must be provided. Failure to meet the bidding  
25 and construction schedule requirements shall result in the utility  
26 having to bear all relocation costs, except if the delay is due to an  
27 event beyond the control of the utility.

28 (C) For a small public water utility or a small public sewer  
29 utility, the transportation improvement project shall bear all of the  
30 relocation costs, including design costs.

31 (D) Subject to subsection (E), for a large public water utility or  
32 a large public sewer utility, the transportation improvement project  
33 shall bear all of the relocation costs, including design costs, up to  
34 four percent of the original construction bid amount of the  
35 transportation improvement project. Should more than one large  
36 public water utility or large public sewer utility be required to  
37 relocate by a single transportation improvement project, the total  
38 cost share of up to four percent under this section shall be divided  
39 pro rata among the large public water or public sewer utilities  
40 required to relocate under the project.

41 (E) For a transportation improvement project that impacts both  
42 a large public utility and a small public utility, the entity undertaking  
43 the transportation improvement must pay all of the small public

[401]

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1 utility's relocation costs, without limitation. The entity must also  
2 pay up to four and one-half percent, minus the costs of the small  
3 public utility's relocation costs, of the original construction bid  
4 amount of the transportation improvement project toward the large  
5 public utility's relocation costs.

6 (F) A large public water utility or a large public sewer utility  
7 may choose not to have the relocation placed under the control of  
8 the general contractor. A decision by a large public water utility or  
9 large public sewer utility to not have the relocations placed under  
10 the control of the general contractor must be communicated in  
11 writing to the entity undertaking the transportation improvement  
12 project one hundred eighty days prior to the receipt of bids for the  
13 project. Failure to meet the project contract requirements and  
14 construction schedule shall result in the utility having to bear all  
15 relocation costs.

16 (G) Nothing herein shall prohibit or limit payment by a  
17 transportation improvement project for the relocation of public  
18 water or public sewer lines necessary for the transportation  
19 improvement project if a public utility has a prior right to situate the  
20 water or sewer lines in their present location.

21 (H) The department shall include metrics on utility relocation  
22 under this section in its annual accountability report.”

23  
24 SECTION 2. The requirements of Section 57-5-880, as added by  
25 this act, expire on July 1, 2026, unless otherwise extended by the  
26 General Assembly.

27  
28 SECTION 3. This act takes effect upon approval by the Governor.

29 ----XX----

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## Change Order

**RICHLAND COUNTY**  
 Department of Transportation  
 P.O. Box 192  
 2020 Hampton St.  
 Columbia, S.C. 29201

Order No: 7  
 Contract No: PDT-290-CN-2016  
 Project: Shop Rd Extension Phase 1  
 Contractor: McClam & Associates, Inc.

The following changes are hereby made to the CONTRACT DOCUMENTS:

Item	Description	Add	Delete	Unit Price	Contract Increase	Contract Decrease
1	Borrow Excavation	65464.03		\$15.00	\$981,960.45	\$0.00
	<p> <b>**Additional Borrow Excavation was needed to replace on site material, that was originally intended to be used by the design team, that did not meet SCDOT specifications for borrow.</b> </p>					
<b>Totals</b>					<b>\$981,960.45</b>	<b>\$0.00</b>
<b>Net Contract Increase/Decrease</b>					<b>\$981,960.45</b>	<b>\$0.00</b>

**CHANGE TO CONTRACT VALUE:**

Original Contract Price:	<u>\$24,539,282.95</u>
Current Contract Price adjusted by previous Change Orders:	<u>\$25,101,713.95</u>
The Contract Price due to this Change Order will be	
increased by:	<u>\$981,960.45</u>
decreased by:	<u>\$0.00</u>
 The new Contract Price (including this Change Order) will be:	 <u>\$26,083,674.40</u>

**CHANGE TO CONTRACT TIME:**

The Contract Time for will be increased by:	<u>0</u>	Calendar Days
The new date for the intermediate completion of segment 1 will be:	<u>N/A</u>	
The new date for completion of all work will be:	<u>2/28/2019</u>	

Requested By:  
McClam & Associates, Inc.  
1642 Holy Trinity Church Rd  
Little Mountain, SC 29075

SCOTT NOLFF Date: 6/21/19  
[Signature]

Accepted By:  
Richland County PDT  
201 Arbor Lake Drive  
Columbia, SC 29223

Brian P King Date: 6/24/2019  
[Signature]

Accepted By:  
Richland County  
2020 Hampton Street  
Columbia, SC 29204

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

## Nathaniel Miller

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**From:** Allison Steele  
**Sent:** Friday, July 5, 2019 3:05 PM  
**To:** Michael Niermeier  
**Cc:** Kimberly Toney; Nathaniel Miller  
**Subject:** FW: Shop Road Extension Phase #1 Change Order #7  
**Attachments:** Change Order No. 7- signedShop Rd Extension.pdf

Michael,

I'm fine with this change order after Kim provided her comments below.

### ALLISON STEELE, PE

Assistant Director  
Transportation Department  
803-766-5610  
[Steele.Allison@richlandcountysc.gov](mailto:Steele.Allison@richlandcountysc.gov)

**From:** Kimberly Toney  
**Sent:** Friday, July 05, 2019 11:35 AM  
**To:** Allison Steele <[Steele.Allison@richlandcountysc.gov](mailto:Steele.Allison@richlandcountysc.gov)>  
**Cc:** Nathaniel Miller <[Miller.Nathaniel@richlandcountysc.gov](mailto:Miller.Nathaniel@richlandcountysc.gov)>; 'Chanel Wallace' <[cwallace@richlandpenny.com](mailto:cwallace@richlandpenny.com)>; [bking@richlandpenny.com](mailto:bking@richlandpenny.com); Jamie Kendall <[jkendall@richlandpenny.com](mailto:jkendall@richlandpenny.com)>; Michael Niermeier <[Niermeier.Michael@richlandcountysc.gov](mailto:Niermeier.Michael@richlandcountysc.gov)>  
**Subject:** RE: Shop Road Extension Phase #1 Change Order #7

Allison,

At best, this is the responses to your questions concerning Change Order #7. RC Transportation previously approved the borrow excavation overrun and a change order was signed concerning the blending of the material which included the need for additional borrow material.

1. Why was the on-site material not tested before now to determine whether or not it was suitable? **The material was initially tested as part of the geotechnical report for the design however it was classified using the unified classification system. Once it was tested.as per AASHTO standards it was discovered that the material was A-7 material, which doesn't meet the SCDOT specifications for borrow in Richland County. At that time the Richland County Construction Manager, Shawn Salley, and I negotiated with the contractor to modify this soil by mixing it with suitable material to produce an acceptable borrow material.**
2. Why was this change order not submitted for approval before work was actually done? At this time, until further information is provided, I cannot recommend approval.  
**I believe that since there was a line item for borrow excavation, it would be handled as an overrun. During construction it is difficult to accurately quantify the exact amount of borrow material used. The borrow pit would need to be surveyed at the end as well as using the actual borrow material delivery tickets. At the time since there was already a bid price for the borrow material, and it would be difficult to quantify what volume would be ultimately be needed to construct the project it was agreed that a change order would be processed once the final amount was known. This quantity is documented through material delivery tickets in addition to the final survey of the borrow pit.**

The pay application for the month of June is dependent upon the change order. Your guidance is appreciated.

Thanks,

**Kimberly G. Toney**

Construction Engineering Manager

Richland County Government

Transportation

[Toney.kimberly@richlandcountysc.gov](mailto:Toney.kimberly@richlandcountysc.gov)

P 803-766-5609

2009 Hampton Street

Columbia, SC 29202

Richlandcountysc.gov

201 Arbor Lake Drive

Columbia, SC 29223

P 1-844-RC-PENNY

**From:** Allison Steele

**Sent:** Wednesday, June 26, 2019 1:17 PM

**To:** Kimberly Toney <[Toney.Kimberly@richlandcountysc.gov](mailto:Toney.Kimberly@richlandcountysc.gov)>

**Cc:** Nathaniel Miller <[Miller.Nathaniel@richlandcountysc.gov](mailto:Miller.Nathaniel@richlandcountysc.gov)>; 'Chanel Wallace' <[cwallace@richlandpenny.com](mailto:cwallace@richlandpenny.com)>; [bking@richlandpenny.com](mailto:bking@richlandpenny.com); Jamie Kendall <[jkendall@richlandpenny.com](mailto:jkendall@richlandpenny.com)>; Michael Niermeier <[Niermeier.Michael@richlandcountysc.gov](mailto:Niermeier.Michael@richlandcountysc.gov)>

**Subject:** RE: Shop Road Extension Phase #1 Change Order #7

Kim,

I have a couple issues with this.

1. Why was the on-site material not tested before now to determine whether or not it was suitable?
2. Why was this change order not submitted for approval before work was actually done? At this time, until further information is provided, I cannot recommend approval.

**ALLISON STEELE, PE**

Assistant Director

Transportation Department

803-766-5610

[Steele.Allison@richlandcountysc.gov](mailto:Steele.Allison@richlandcountysc.gov)

**From:** Kimberly Toney

**Sent:** Wednesday, June 26, 2019 12:54 PM

**To:** Allison Steele <[Steele.Allison@richlandcountysc.gov](mailto:Steele.Allison@richlandcountysc.gov)>

**Cc:** Nathaniel Miller <[Miller.Nathaniel@richlandcountysc.gov](mailto:Miller.Nathaniel@richlandcountysc.gov)>; 'Chanel Wallace' <[cwallace@richlandpenny.com](mailto:cwallace@richlandpenny.com)>; [bking@richlandpenny.com](mailto:bking@richlandpenny.com); Jamie Kendall <[jkendall@richlandpenny.com](mailto:jkendall@richlandpenny.com)>

**Subject:** Shop Road Extension Phase #1 Change Order #7

Allison and Nathaniel,

Attached is the Change Order #7 for Shop Road Extension #7 to increase the Borrow Excavation quantity. This line item was needed to replace onsite material; however, it did not meet SCDOT borrow material specifications. The contract amount will increase and does not exceed the construction contingency amount. Approval of this change order affects the May 2019 pay application approval and submittal. Once this change order is approved, the May 2019 pay application can be processed.

If you have any questions, let me know.

Thank you,

**Kimberly G. Toney**

Construction Engineering Manager

Richland County Government

Transportation

[Toney.kimberly@richlandcountysc.gov](mailto:Toney.kimberly@richlandcountysc.gov)

P 803-766-5609

2009 Hampton Street

Columbia, SC 29202

Richlandcountysc.gov

201 Arbor Lake Drive

Columbia, SC 29223

P 1-844-RC-PENNY

## Pending Approvals

- Atlas Road – Authorization to Proceed to Construction – SCDOT
- Bull/Elmwood - Authorization to Proceed to Construction – SCDOT
- Blythewood Widening Phase 1 Condemnations – County legal staff
- Advertisement of Greene Street Phase 2 and Resurfacing Package R – County staff
- Design of Shop Road Phase 2 and Blythewood Area Improvements – County staff
- Maintenance Responsibility of Chatsworth Connector as part of Decker/Woodfield NIP – County staff/RCRC



## TRANSPORTATION PROGRAM

June 27, 2019

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

Re: Resurfacing Package Q  
PDT-770-IFB-2019

Dear Mr. Niermeier:

A bid opening was held at 2:00 PM on Wednesday, June 26, 2019 at the Richland County Office of Procurement at 2020 Hampton Street for the Resurfacing Package Q Project. The Richland Program Development Team has reviewed the five (5) submitted bids for Resurfacing Package Q which were submitted via Bid Express and found no discrepancies. The bids received were as follows.

<b>RESURFACING PACKAGE Q - BID RESULTS SUMMARY</b>	
<b>BIDDER</b>	<b>SUBMITTED BID</b>
<b>Palmetto Corporation of Conway, Inc.</b>	<b>\$4,294,813.87</b>
Sloan Construction	\$4,858,606.51
Eurovia Atlantic Coast LLC, dba Blythe	\$4,993,967.97
C.R. Jackson, Inc.	\$4,979,344.82
Lynches River Contracting, Inc.	\$5,797,782.60

Further review shows that the Palmetto Corporation of Conway, 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 June 5, 2019 during which attendees gained information and bidding directives for the project. Sign-In Sheets for the Pre-Bid Meeting are attached indicating interested firms that were in attendance.

Attached is a final bid tab sheet for your reference which indicates Palmetto Corporation of Conway's bid to be 29.6% below the Engineer's Estimate of \$6,096,388.53 for the project. In accordance with the recommendation of the County's OSBO Office there was no SLBE participation requirement associated with this project.

Richland PDT recommends that a contract be awarded to the lowest responsive and responsible bidder, Palmetto Corporation of Conway, Incorporated. It is further recommended that the approval of the award also include a 10% contingency of \$429,481.39. 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 – Palmetto Corporation of Conway, Inc.  
Bid Comparison to Engineering Estimate  
Pre-Bid Sign In Sheets  
Palmetto Corporation of Conway, Inc. License Confirmation



## BIDDER INFORMATION

---

**COMPANY NAME \***

Palmetto Corp of Conway, Inc

**COMPANY PHONE NUMBER \***

(843) 365-2156

**COMPANY ADDRESS \***

3873 Hwy 701 North, Conway, SC 26526

**EMAIL ADDRESS \***

klevy@palmettocorp.com

**CONTRACTOR LICENSE NUMBER \***

G14514

**SC SALES TAX NUMBER \***

026 27679 8

**FEDERAL TAX ID  
NUMBER \***

57-0851898

**AUTHORIZED AGENT NAME \***

Shawn Godwin

**AUTHORIZED AGENT TITLE \***

President

**BID FORM**

\$3,707,447.41

Item #	Description	Units	Quantity	Unit Price	Extension
1031000	MOBILIZATION	LS	1.0000	\$125,000.00	\$125,000.00
1071000	TRAFFIC CONTROL	LS	1.0000	\$77,000.00	\$77,000.00
1050800	CONSTRUCTION STAKES, LINES AND GRADES	EA	51.0000	\$100.00	\$5,100.00
4012060	FULL DEPTH ASPHALT PAVEMENT PATCHING (6" UNIF.)	SY	21,958.1111	\$47.15	\$1,035,324.94
4013990	MILLING EXISTING ASPHALT PAVEMENT (VARIABLE)	SY	110,721.0498	\$2.50	\$276,802.62
4030320	HOT MIX ASPHALT SURFACE COURSE - TYPE C	TON	22,902.3950	\$94.30	\$2,159,695.85
6051120	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	SF	1,824.0000	\$5.00	\$9,120.00
6241010	4" WHITE SOLID LINES (PVT. EDGE LINES)- PERM.PVMT.MARKING	LF	48.0000	\$3.50	\$168.00
6241025	24" WHITE SOLID LINES (STOP/DIAG LINES)- PERM.PVMT.MARKING	LF	1,632.0000	\$8.00	\$13,056.00
6250025	24" WHITE SOLID LINES (STOP/DIAG LINES)-FAST DRY PAINT	LF	1,632.0000	\$2.50	\$4,080.00
6250030	WHITE SINGLE ARROWS (LT, STRGHT, RT)-FAST DRY PAINT	EA	14.0000	\$30.00	\$420.00
6241031	WHITE SINGLE ARROWS (LT, STRGHT, RT) PERM.PVMT.MARKING	EA	14.0000	\$120.00	\$1,680.00
					<b>Total: \$3,707,447.41</b>

**DECKER BLVD RESURFACING WORKSHEET**

\$587,366.46

Item Code	Description	Quantity	Units	Unit Price	Extension
1031000	MOBILIZATION	1.0000	LS	\$16,500.00	\$16,500.00
1071000	TRAFFIC CONTROL	1.0000	LS	\$40,000.00	\$40,000.00
4012060	FULL DEPTH ASPHALT PAVEMENT PATCHING (6" UNIF.)	465.4553	SY	\$64.50	\$30,021.87
4013200	MILLING EXISTING ASPHALT PAVEMENT (2")	38,429.2222	SY	\$1.60	\$61,486.76
4030320	HOT MIX ASPHALT SURFACE COURSE - TYPE B	3,842.8482	TON	\$94.35	\$362,572.73
6023055	TEMPORARY YELLOW PAVEMENT MARKERS BI-DIR.- 4"X4"	236.0000	EA	\$10.00	\$2,360.00
6051120	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	1,024.0000	SF	\$5.00	\$5,120.00
6250005	4" WHITE BROKEN LINES(GAPS EXCLUDED) FAST DRY PAINT	3,627.0000	LF	\$0.12	\$435.24
6250015	8" WHITE SOLID LINES (CROSSWALK LINES)-FAST DRY PAINT	1,810.0000	LF	\$1.25	\$2,262.50
6250025	24" WHITE SOLID LINES (STOP/DIAG LINES)-FAST DRY PAINT	600.0000	LF	\$2.50	\$1,500.00
6250030	WHITE SINGLE ARROWS (LT, STRGHT, RT) FAST DRY PAINT	30.0000	EA	\$30.00	\$900.00
6250035	WHITE WORD MESSAGE "ONLY" FAST DRY PAINT	9.0000	EA	\$50.00	\$450.00
6250040	WHITE COMBO ARROWS (LT, STRGHT, RT) FAST DRY PAINT	7.0000	EA	\$60.00	\$420.00
6250110	4" YELLOW SOLID LINES(PVT.EDGE LINES) FAST DRY PAINT	16,378.0000	LF	\$0.12	\$1,965.36
6271005	4" WHITE BROKEN LINES(GAPS EXCLUDED) THERMO. 90 MIL	3,627.0000	LF	\$1.00	\$3,627.00
6271015	8" WHITE SOLID LINES (CROSSWALK LINES) THERMO. 90 MIL	1,810.0000	LF	\$3.00	\$5,430.00
6271025	24" WHITE SOLID LINES (STOP/DIAG LINES) THERMO. 125 MIL	600.0000	LF	\$9.00	\$5,400.00
<b>Total:</b>					<b>\$587,366.46</b>

Item Code	Description	Quantity	Units	Unit Price	Extension
6271030	WHITE SINGLE ARROWS (LT, STRGHT, RT) THERMO. 125 MIL	30.0000	EA	\$100.00	\$3,000.00
6271035	WHITE WORD MESSAGE "ONLY" THERMO. 125 MIL	9.0000	EA	\$125.00	\$1,125.00
6271040	WHITE COMBO ARROWS (LT, STRGHT, RT) THERMO. 125 MIL	7.0000	EA	\$125.00	\$875.00
6271074	4" YELLOW SOLID LINES(PVT.EDGE LINES) THERMO. 90 MIL	16,378.0000	LF	\$0.50	\$8,189.00
6301005	PERMANENT CLEAR PAVEMENT MARKERS MONO-4"X4"	272.0000	EA	\$5.50	\$1,496.00
6301100	PERMANENT YELLOW PAVEMENT MARKERS BI-DIR.-4"X4"	236.0000	EA	\$5.50	\$1,298.00
6770413	FURNISH & INSTALL NO. 14 COOPER WIRE	16,720.0000	LF	\$0.35	\$5,852.00
6780495	SAWCUT FOR LOOP DETECTOR	4,180.0000	LF	\$6.00	\$25,080.00
<b>Total:</b>					<b>\$587,366.46</b>



2019 RESURFACING PACKAGE "Q" PDT-770-IFB-2019

ITEM #	DESCRIPTION	LENGTH (M.)	UNITS	TOTAL PAVT QUANTITY	Engineer's Estimate		Palmetto Corp. of Conway		Sloan Construction		Blythe Construction		C.R. Jackson		Lynchus River Construction	
					UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
1031000	MOBILIZATION		LS	1,000												
1071000	TRAFFIC CONTROL		LS	1,000												
105900X	CONSTRUCTION STAKES, LINES AND GRADES		EA	51,000												
4012060	FULL DEPTH ASPHALT PAVEMENT PATCHING (6" UNIF.)		SY	21,958.11												
4013500	MILLING EXISTING ASPHALT PAVEMENT (VARIABLE)		SY	110,721.050												
4030340	HOT MIX ASPHALT SURFACE COURSE - TYPE C		TON	22,902.395												
6051100	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)		SF	1,824,000												
6241010	4" WHITE SOLID LINES (PVT. EDGE LINES)-PERM P/MT MARKING		LF	48,000												
6241025	24" WHITE SOLID LINES (STOP/DIAG LINES)-PERM P/MT MARKING		LF	1,632,000												
6250025	24" WHITE SOLID LINES (STOP/DIAG LINES)-FAST DRY PAINT		LF	1,632,000												
6250000	WHITE SINGLE ARROWS (LT. STRIGHT, RT)-FAST DRY PAINT		EA	14,000												
9514011	WHITE SINGLE ARROWS (LT. STRIGHT, RT) PERM P/MT MARKING		EA	14,000												
9514011	DECKLET RESURFACING WORKSHEET		LS	1,000												
	<b>Total</b>															



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Resurfacing Package Q

Date: June 5, 2019

Meeting Time: 10:00 AM

NAME/Business	EMAIL	PHONE
Taylor Neely   PDT	tneely@richlandcounty.com	
John Ard / Palmetto Sitemark Services	jaard@psusllc.com	843-550-0318
Kristin Jackson / C.B. Jackson	kjackson@cbjackson.com	803-750-6070
GL Stoff / LRC		
CARBRA CONSTRUCTION & DESIGN	TAYLOR @ CARBRA DESIGN.COM BETTY @ CARBRA DESIGN.COM	(803) 764-2775
Paul Edwards / Sloan Construction	edwards@psloane.net	803-260-6162
Tripp Owings / Blythe	tripp.owings@evrovia.us	803-600-1271
GERARD WALKER   PDT	gwalker@richlandparry.com	803-726-6151
Sierra Flynn / Procurement	flynn.sierra@richlandcounty.sc.gov	
HUGH EDWARDS	H.EDWARDS@PALMETTOCORP.COM	803-445-9980



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Resurfacing Package Q

Date: June 5, 2019

Meeting Time: 10:00 AM

NAME/Business	EMAIL	PHONE
Brian King	bking@richlandpenny.com	803-351-5289
Jennifer Wladschir /RC	wladja@richlandcountys.gov	576-2130
Dale Collier / PDT	dcollier@richlandpenny.com	803-917-6258

Print this page

**Board: Commercial Contractors**

**PALMETTO CORP OF CONWAY**  
3873 HWY 701 N  
CONWAY, SC 29526  
(843)365-2156

License number: 14514  
License type: GENERAL CONTRACTOR  
Status: ACTIVE  
Expiration: 10/31/2020  
First Issuance Date: 03/02/1992  
Classification: GD5 WL5 AP5 CP5 WP5  
Qualified By: Financial Statement  
President / Owner: A SHAWN GODWIN

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

**Supervised By**  
[GODWIN ANTHONY \(CQG\)](#)  
[ATKINSON KENNETH \(CQG\)](#)

[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 NET WORTH/SURETY BOND 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
<b>Group #5</b>	<b>\$Unlimited</b>	<b>\$250,000</b>	<b>\$500,000</b>	Group #5	\$Unlimited	\$200,000	\$400,000

Revised 06/2018



## TRANSPORTATION PROGRAM

July 18, 2019

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

Re: North Springs and Harrington Road Intersection  
PDT-301-IFB-2019

Dear Mr. Niermeier:

A bid opening was held at 2:00 PM on Wednesday, July 17, 2019 at the Richland County Office of Procurement at 2020 Hampton Street for the North Springs and Harrington Road Intersection Project. The Richland Program Development Team has reviewed the four (4) submitted bids for North Springs and Harrington Road Intersection which were submitted via Bid Express and found no discrepancies. The bids received were as follows.

<b>NORTH SPRINGS AND HARRINGTON ROAD INTERSECTION - BID RESULTS SUMMARY</b>	
<b>BIDDER</b>	<b>SUBMITTED BID</b>
<b>Palmetto Corporation of Conway, Inc.</b>	<b>\$960,931.00</b>
C.R. Jackson, Inc.	\$997,721.80
AOS Specialty Contractors, Inc.	\$1,101,860.53
Cherokee, Inc.	\$1,121,810.54

Further review shows that the Palmetto Corporation of Conway, 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 2:00 PM on June 19, 2019 during which attendees gained information and bidding directives for the project. Sign-In Sheets for the Pre-Bid Meeting are attached indicating interested firms that were in attendance.

Attached is a final bid tab sheet for your reference which indicates Palmetto Corporation of Conway's bid to be within 10% of the Engineer's Estimate of \$923,423.02 for the project. A review of the low bid also shows a commitment of **15%** utilization of Small Local Business Enterprise (SLBE) companies which equals the 15% goal for this project.

Richland PDT recommends that a contract be awarded to the lowest responsive and responsible bidder, Palmetto Corporation of Conway, Incorporated. It is further recommended that the approval of the award also include a 10% contingency of \$96,093.10. 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 – Palmetto Corporation of Conway, Inc.  
Bid Comparison to Engineering Estimate  
Pre-Bid Sign In Sheets  
Palmetto Corporation of Conway, Inc. License Confirmation  
Palmetto Corporation of Conway, Inc. SLBE Participation Sheet



## BIDDER INFORMATION

---

**COMPANY NAME \***

Palmetto Corp of Conway, Inc

**COMPANY PHONE NUMBER \***

(843) 365-2156

**COMPANY ADDRESS \***

3873 Hwy 701 North, Conway, SC 26526

**EMAIL ADDRESS \***

lalmonte@palmettocorp.com

**CONTRACTOR LICENSE NUMBER \***

G14514

**SC SALES TAX NUMBER \***

02627679-8U

**FEDERAL TAX ID  
NUMBER \***

57-0851898

**AUTHORIZED AGENT NAME \***

Shawn Godwin

**AUTHORIZED AGENT TITLE \***

President

**BID FORM**

\$871,804.00

Item #	Description	Units	Quantity	Unit Price	Extension
1031000	MOBILIZATION	LS	1.0000	\$45,000.00	\$45,000.00
1032010	BONDS AND INSURANCE	LS	1.0000	\$17,500.00	\$17,500.00
1050800	CONSTRUCTION STAKES, LINES & GRADES	EA	1.0000	\$16,000.00	\$16,000.00
1052100	UTILITY COORDINATION	LS	1.0000	\$5,500.00	\$5,500.00
1071000	TRAFFIC CONTROL	LS	1.0000	\$75,000.00	\$75,000.00
1080300	CPM PROGRESS SCHEDULE	LS	1.0000	\$2,000.00	\$2,000.00
2011000	CLEARING & GRUBBING WITHIN RIGHT OF WAY	LS	1.0000	\$75,500.00	\$75,500.00
2021005	REMOVAL & DISPOSAL OF EXISTING CATCH BASIN	EA	3.0000	\$2,790.00	\$8,370.00
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	SY	890.0000	\$32.00	\$28,480.00
2027801	REMOVAL OF EXISTING GUARDRAIL	LF	162.5000	\$1.00	\$162.50
2031000	UNCLASSIFIED EXCAVATION	CY	350.0000	\$36.00	\$12,600.00
2033000	BORROW EXCAVATION	CY	541.0000	\$34.00	\$18,394.00
2081001	FINE GRADING	SY	2,970.0000	\$2.00	\$5,940.00
2091000	SELECT MATERIAL FOR SHOULDERS & SLOPES	CY	202.0000	\$45.50	\$9,191.00
2103000	FLOWABLE FILL	CY	10.0000	\$196.00	\$1,960.00
3069900	MAINTENANCE STONE	TON	138.0000	\$60.00	\$8,280.00
3100310	HOT MIX ASPHALT BASE COURSE - TYPE A	TON	693.0000	\$72.00	\$49,896.00
4011004	LIQUID ASPHALT BINDER PG64-22	TON	166.0000	\$625.00	\$103,750.00
4013990	MILLING EXISTING ASPHALT PAVEMENT (VARIABLE)	SY	390.0000	\$13.50	\$5,265.00
4020320	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	TON	1,762.0000	\$67.00	\$118,054.00
4030320	HOT MIX ASPHALT SURFACE COURSE TYPE B	TON	800.0000	\$74.00	\$59,200.00
6021120	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	SF	372.0000	\$6.75	\$2,511.00

Item #	Description	Units	Quantity	Unit Price	Extension
6092100	TEMPORARY CLEAR PAVEMENT MARKERS MONO-DIR.-4"X4"	EA	9.0000	\$7.50	\$67.50
6092155	TEMPORARY YELLOW PAVEMENT MARKERS BI-DIR.-4"X4"	EA	32.0000	\$7.50	\$240.00
6250005	4" WHITE BROKEN LINES -(GAPS EXCLUDED)-FAST DRY PAINT	LF	894.0000	\$0.30	\$268.20

Item #	Description	Units	Quantity	Unit Price	Extension
6250010	4" WHITE SOLID LINES (PVT. EDGE LINES)-FAST DRY PAINT	LF	2,741.0000	\$0.15	\$411.15
6250025	24" WHITE SOLID LINES (STOP/DIAGONAL LINES)-FAST DRY PAINT	LF	52.0000	\$3.00	\$156.00
6250030	WHITE SINGLE ARROW (LEFT, STRAIGHT, RIGHT)-FAST DRY PAINT	EA	7.0000	\$35.00	\$245.00
6250035	WHITE WORD MESSAGE "ONLY"-FAST DRY PAINT	EA	3.0000	\$35.00	\$105.00
6250040	WHITE COMBINATION ARROW(STR.& RT.OR STR.& LT.)FAST DRY PAINT	EA	2.0000	\$35.00	\$70.00
6250110	4"YELLOW SOLID LINE(PVT.EDGE&NO PASSING ZONE)-FAST DRY PAINT	LF	2,225.0000	\$0.15	\$333.75
6250115	24"YELLOW DIAGONAL LINES-FAST DRY PAINT	LF	110.0000	\$3.00	\$330.00
6271005	4" WHITE BROKEN LINES(GAPS EXCL.)THERMOPLASTIC-90 MIL.	LF	894.0000	\$0.90	\$804.60
6271010	4" WHITE SOLID LINES (PVT. EDGE LINES) THERMO.- 90 MIL.	LF	2,741.0000	\$0.45	\$1,233.45
6271015	8" WHITE SOLID LINES - THERMO.- 90 MIL.	LF	252.0000	\$2.50	\$630.00
6271025	24" WHITE SOLID LINES (STOP/DIAG LINES)-THERMO.-125 MIL	LF	52.0000	\$7.50	\$390.00
6271030	WHITE SINGLE ARROWS (LT, STRGHT, RT) THERMO.-125 MIL.	EA	7.0000	\$75.00	\$525.00
6271035	WHITE WORD MESSAGE "ONLY" -THERMOPLASTIC - 125 MIL.	EA	3.0000	\$75.00	\$225.00
6271040	WHITE COMBINATION ARROW(STR.& RT.OR STR.& LT.)THERMO - 125 MIL	EA	2.0000	\$100.00	\$200.00

Item #	Description	Units	Quantity	Unit Price	Extension
6271074	4" YELLOW SOLID LINES(PVT.EDGE LINES) THERMO-90 MIL.	LF	5,413.0000	\$0.45	\$2,435.85
6271080	24" YELLOW SOLID LINES-THERMO-125 MIL.	LF	110.0000	\$7.50	\$825.00
6300005	PERMANENT CLEAR PAVEMENT MARKERS- MONO-DIR.- 4"X4"	EA	9.0000	\$7.50	\$67.50
6301100	PERMANENT YELLOW PAVEMENT MARKERS BI-DIR.- 4"X4"	EA	32.0000	\$7.50	\$240.00
6510105	FLAT SHEET, TYPE III, FIXED SIZE & MSG. SIGN	SF	38.0000	\$16.20	\$615.60
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	LF	97.0000	\$9.25	\$897.25
7143618	18" SMOOTH WALL PIPE	LF	64.0000	\$85.00	\$5,440.00
7149999	CLEANING EXISTING PIPE	LF	550.0000	\$20.00	\$11,000.00
7191605	CATCH BASIN - TYPE 16	EA	1.0000	\$5,400.00	\$5,400.00
7191625	CATCH BASIN - TYPE 17	EA	4.0000	\$13,300.00	\$53,200.00
7196151	CATCH BASIN - TYPE 9 (TOP ONLY)	EA	3.0000	\$1,900.00	\$5,700.00

Item #	Description	Units	Quantity	Unit Price	Extension
7198470	MANHOLE-CONVERT CB T-9	EA	1.0000	\$2,300.00	\$2,300.00
7203100	CONCRETE C & G (1'6") VERTICAL FACE	LF	50.0000	\$43.00	\$2,150.00
7203210	CONCRETE C & G (2'0") VERTICAL FACE	LF	120.0000	\$39.00	\$4,680.00
7204100	CONCRETE SIDEWALK (4" UNIFORM)	SY	850.0000	\$48.00	\$40,800.00
7204900	DETECTABLE WARNING MATERIAL	SF	50.0000	\$43.00	\$2,150.00
7209000	PEDESTRIAN RAMP CONSTRUCTION	SY	100.0000	\$105.00	\$10,500.00
8051151	MT3 LEADING EDGE TREATMENT TL3	EA	1.0000	\$3,659.00	\$3,659.00
8051710	MB TRAILING END TREATMENT	EA	1.0000	\$1,500.00	\$1,500.00
8052100	MGS3 GR STANDARD SHOULDER	LF	200.0000	\$19.00	\$3,800.00
8071000	RESET FENCE	LF	38.0000	\$100.00	\$3,800.00

Item #	Description	Units	Quantity	Unit Price	Extension
8072000	RESET CHAIN LINK FENCE	LF	35.0000	\$100.00	\$3,500.00
8081000	MOVE ITEM # 1 (MAILBOX)	EA	1.0000	\$850.00	\$850.00
8081000	MOVE ITEM # 2 (RESET SIGN)	EA	1.0000	\$1,200.00	\$1,200.00
8091010	RIGHT OF WAY MARKER (REBAR & CAP)	EA	29.0000	\$65.00	\$1,885.00
8091050	RIGHT OF WAY PLAT	LS	1.0000	\$2,500.00	\$2,500.00
8100100	PERMANENT COVER	ACRE	0.5000	\$2,500.00	\$1,250.00
8100200	TEMPORARY COVER	ACRE	0.2500	\$3,000.00	\$750.00
8104005	FERTILIZER (NITROGEN)	LB	50.0000	\$1.95	\$97.50
8104010	FERTILIZER (PHOSPHORIC ACID)	LB	50.0000	\$1.95	\$97.50
8104015	FERTILIZER (POTASH)	LB	50.0000	\$1.95	\$97.50
8105005	AGRICULTURAL GRANULAR LIME	LB	1,000.0000	\$0.35	\$350.00
8109050	SELECTIVE WATERING	GAL	54,300.0000	\$0.05	\$2,715.00
8109901	MOWING	ACRE	1.5000	\$550.00	\$825.00
8151110	TEMPORARY EROSION CONTROL BLANKET (ECB)	MSY	1.2750	\$1,550.00	\$1,976.25
8152004	INLET STRUCTURE FILTER - TYPE F (WEIGHTED)	LF	144.0000	\$12.00	\$1,728.00

Item #	Description	Units	Quantity	Unit Price	Extension
8153000	SILT FENCE	LF	2,340.0000	\$2.10	\$4,914.00
8153090	REPLACE/REPAIR SILT FENCE	LF	234.0000	\$2.00	\$468.00
8154050	REMOVAL OF SILT RETAINED BY SILT FENCE	LF	585.0000	\$4.50	\$2,632.50
8156219	INLET STRUCTURE FILTER - TYPE A	LF	14.0000	\$12.00	\$168.00
8156490	STABILIZED CONSTRUCTION ENTRANCE	SY	550.0000	\$12.40	\$6,820.00
8990546	PERMANENT GROUND MOUNTED SIGNS (RICHLAND PENNY)	SF	54.0000	\$19.10	\$1,031.40
<b>Total:</b>					<b>\$871,804.00</b>

**UTILITY RELOCATION NO. 1 WORKSHEET**

\$89,127.00

Item Code	Description	Quantity	Units	Unit Price	Extension
WS-01	POTHOLE (EARLY DETERMINATION OF UTILITY VERTICLE DEPTH )	3.0000	EA	\$850.00	\$2,550.00
WS-02	12" WATER LINE VERTICAL OFFSET WITH BYPASS - (INCLUDES LINE TAPS, LINE STOPS, VALVES, FITTINGS, CONCRETE BLOCKING)	1.0000	EA	\$61,426.00	\$61,426.00
WS-03	12" DUCTILE IRON PIPE CL 350 (RESTRAINED JOINT)	150.0000	LF	\$123.34	\$18,501.00
WS-04	FIRE HYDRANT ASSEMBLY (TEE, VALVE, HYDRANT, RJ PIPING, ETC.)	1.0000	EA	\$5,100.00	\$5,100.00
WS-05	REMOVE EXISTING FIRE HYDRANT ASSEMBLY	1.0000	EA	\$750.00	\$750.00
WS-06	ADJUST SEWER MANHOLE (Raise to Finish Surface)	1.0000	EA	\$800.00	\$800.00
<b>Total:</b>					<b>\$89,127.00</b>



N. SPRINGS RD & HARRINGTON RD INTERSECTION - PDT-301-IFB-2019

ITEM #	DESCRIPTION	UNITS	TOTAL PROJECT QUANTITY	Engineer's Estimate		Palmetto Corp. of Conway		C.R. Jackson		AOS Specialty Contractors		Cherokee, Inc	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
1031000	MOBILIZATION	LS	1.000	\$ 45,000.00	\$ 45,000.00	\$ 49,000.00	\$ 49,000.00	\$ 105,875.00	\$ 105,875.00	\$ 55,749.46	\$ 55,749.46		
1032010	BONDS AND INSURANCE	LS	1.000	\$ 17,500.00	\$ 17,500.00	\$ 19,000.00	\$ 19,000.00	\$ 16,260.00	\$ 16,260.00	\$ 22,299.78	\$ 22,299.78		
1050000	CONSTRUCTION STAKES, LINES & GRADES	EA	1.000	\$ 16,000.00	\$ 16,000.00	\$ 17,100.00	\$ 17,100.00	\$ 23,765.00	\$ 23,765.00	\$ 25,000.00	\$ 25,000.00		
1052000	UTILITY RELOCATION # 1	LS	1.000	\$ 89,127.00	\$ 89,127.00	\$ 79,126.00	\$ 79,126.00	\$ 106,327.00	\$ 106,327.00	\$ 90,994.90	\$ 90,994.90		
1052100	UTILITY COORDINATION	LS	1.000	\$ 5,500.00	\$ 5,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,815.00	\$ 7,815.00	\$ 5,200.00	\$ 5,200.00		
1071000	TRAFFIC CONTROL	LS	1.000	\$ 75,000.00	\$ 75,000.00	\$ 115,000.00	\$ 115,000.00	\$ 56,000.00	\$ 56,000.00	\$ 85,000.00	\$ 85,000.00		
1080300	CPM PROGRESS SCHEDULE	LS	1.000	\$ 2,000.00	\$ 2,000.00	\$ 7,500.00	\$ 7,500.00	\$ 3,750.00	\$ 3,750.00	\$ 2,500.00	\$ 2,500.00		
2011000	CLEARING & GRUBBING WITHIN RIGHT OF WAY	LS	1.000	\$ 75,500.00	\$ 75,500.00	\$ 50,000.00	\$ 50,000.00	\$ 15,000.00	\$ 15,000.00	\$ 100,000.00	\$ 100,000.00		
2021005	REMOVAL & DISPOSAL OF EXISTING CATCH BASIN	EA	3.000	\$ 2,790.00	\$ 8,370.00	\$ 3,600.00	\$ 3,600.00	\$ 1,485.00	\$ 4,455.00	\$ 1,000.00	\$ 3,000.00		
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	SY	890.000	\$ 32.00	\$ 28,480.00	\$ 15.00	\$ 13,350.00	\$ 18.00	\$ 16,020.00	\$ 20.00	\$ 17,800.00		
2027001	REMOVAL OF EXISTING GUARDRAIL	LF	162.500	\$ 1.00	\$ 162.50	\$ 1.00	\$ 162.50	\$ 1.25	\$ 203.13	\$ 2.00	\$ 325.00		
2031000	UNCLASSIFIED EXCAVATION	CY	350.000	\$ 36.00	\$ 12,600.00	\$ 100.00	\$ 35,000.00	\$ 21.25	\$ 7,437.50	\$ 50.00	\$ 17,500.00		
2033000	BORROW EXCAVATION	CY	541.000	\$ 34.00	\$ 18,394.00	\$ 50.00	\$ 27,050.00	\$ 45.00	\$ 24,345.00	\$ 35.00	\$ 18,935.00		
2081001	FINE GRADING	SY	2,970.000	\$ 2.00	\$ 5,940.00	\$ 12.00	\$ 35,640.00	\$ 5.00	\$ 14,850.00	\$ 8.00	\$ 23,760.00		
2091000	SELECT MATERIAL FOR SHOULDERS & SLOPES	CY	202.000	\$ 45.50	\$ 9,191.00	\$ 50.00	\$ 10,100.00	\$ 45.00	\$ 9,090.00	\$ 50.00	\$ 10,100.00		
2103000	FLOWABLE FILL	CY	10.000	\$ 196.00	\$ 1,960.00	\$ 350.00	\$ 3,500.00	\$ 208.00	\$ 2,080.00	\$ 200.00	\$ 2,000.00		
3069900	MAINTENANCE STONE	TON	138.000	\$ 60.00	\$ 8,280.00	\$ 30.00	\$ 4,140.00	\$ 64.00	\$ 8,832.00	\$ 50.00	\$ 6,900.00		
3100310	HOT MIX ASPHALT BASE COURSE - TYPE A	TON	693.000	\$ 72.00	\$ 49,896.00	\$ 85.00	\$ 58,905.00	\$ 110.00	\$ 76,230.00	\$ 96.70	\$ 67,013.10		
4011004	LIQUID ASPHALT BINDER PG64-22	TON	166.000	\$ 625.00	\$ 103,750.00	\$ 600.00	\$ 99,600.00	\$ 740.00	\$ 122,840.00	\$ 650.00	\$ 107,900.00		
4013960	MILLING EXISTING ASPHALT PAVEMENT (VARIABLE)	SY	390.000	\$ 13.50	\$ 5,265.00	\$ 15.00	\$ 5,850.00	\$ 26.00	\$ 10,140.00	\$ 22.80	\$ 8,892.00		
4020020	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	TON	1,762.000	\$ 67.00	\$ 118,064.00	\$ 72.00	\$ 126,864.00	\$ 102.00	\$ 179,724.00	\$ 89.30	\$ 157,346.60		
4030320	HOT MIX ASPHALT SURFACE COURSE TYPE B	TON	800.000	\$ 74.00	\$ 59,200.00	\$ 60.00	\$ 48,000.00	\$ 98.00	\$ 79,200.00	\$ 87.10	\$ 69,680.00		
6021120	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	SF	372.000	\$ 6.75	\$ 2,511.00	\$ 6.00	\$ 2,232.00	\$ 12.50	\$ 4,650.00	\$ 6.60	\$ 2,455.20		
6092100	TEMPORARY CLEAR PAVEMENT MARKERS MONO-DIR.- 4'x4'	EA	9.000	\$ 7.50	\$ 67.50	\$ 23.00	\$ 207.00	\$ 29.00	\$ 261.00	\$ 8.25	\$ 74.25		
6092155	TEMPORARY YELLOW PAVEMENT MARKERS BI-DIR.- 4'x4'	EA	32.000	\$ 7.50	\$ 240.00	\$ 23.00	\$ 736.00	\$ 29.00	\$ 926.00	\$ 8.25	\$ 264.00		
6250005	4" WHITE BROKEN LINES (GAPS EXCLUDED)-FAST DRY PAINT	LF	894.000	\$ 0.30	\$ 268.20	\$ 0.30	\$ 268.20	\$ 0.50	\$ 447.00	\$ 0.35	\$ 312.90		
6250010	4" WHITE SOLID LINES (PVT. EDGE LINES)-FAST DRY PAINT	LF	2,741.000	\$ 0.15	\$ 411.15	\$ 0.30	\$ 822.30	\$ 0.50	\$ 1,370.50	\$ 0.20	\$ 548.20		
6250025	24" WHITE SOLID LINES (STOP/DIAGONAL LINES)-FAST DRY PAINT	LF	52.000	\$ 3.00	\$ 156.00	\$ 3.00	\$ 156.00	\$ 3.75	\$ 195.00	\$ 3.30	\$ 171.60		
6250030	WHITE SINGLE ARROW (LEFT, STRAIGHT, RIGHT)-FAST DRY PAINT	EA	7.000	\$ 35.00	\$ 245.00	\$ 20.00	\$ 140.00	\$ 25.00	\$ 175.00	\$ 38.50	\$ 269.50		
6250005	WHITE WORD MESSAGE "ONLY Y"-FAST DRY PAINT	EA	3.000	\$ 35.00	\$ 105.00	\$ 40.00	\$ 120.00	\$ 50.00	\$ 150.00	\$ 38.50	\$ 115.50		
6250040	WHITE COMBINATION ARROW (STR.& RT. OR STR.& LT.)-FAST DRY PAINT	EA	2.000	\$ 35.00	\$ 70.00	\$ 40.00	\$ 80.00	\$ 50.00	\$ 100.00	\$ 38.50	\$ 77.00		
6250110	4"YELLOW SOLID LINE(PVT. EDGE&NO PASSING ZONE)-FAST DRY PAINT	LF	2,225.000	\$ 0.15	\$ 333.75	\$ 0.30	\$ 667.50	\$ 0.40	\$ 890.00	\$ 0.20	\$ 445.00		
6250115	24"YELLOW DIAGONAL LINES-FAST DRY PAINT	LF	110.000	\$ 3.00	\$ 330.00	\$ 1.50	\$ 165.00	\$ 1.90	\$ 209.00	\$ 3.30	\$ 363.00		

Bids Tabulation

Sales Tax Transportation Improvement Program

Item ID	Description	Unit	QTY	Unit Price	Total Price	0.30	0.45	0.90	75.00	75.00	390.00	630.00	1,233.45	804.60	625.80	0.70	0.50	447.00	1.00	894.00
6271005	4" WHITE BROKEN LINES(GAPS EXCL.)THERMOPLASTIC- 90 MIL.	LF	884.000																	
6271010	4" WHITE SOLID LINES (PVT. EDGE LINES) THERMO- 90 MIL.	LF	2,741.000																	
6271015	8" WHITE SOLID LINES - THERMO- 90 MIL.	LF	252.000																	
6271025	24" WHITE SOLID LINES (STOP/DIAG LINES)-THERMO-125 MIL.	LF	52.000																	
6271030	WHITE SINGLE ARROWS (LT, STRGHT, RT) THERMO-125 MIL.	EA	7.000																	
6271035	WHITE WORD MESSAGE "ONLY" -THERMOPLASTIC - 125 MIL.	EA	3.000																	
6271040	WHITE COMBINATION ARROW (STR.& RT OR STR.& LT.)THERMO - 125 MIL.	EA	2.000																	
6271074	4" YELLOW SOLID LINES(PVT.EDGE LINES) THERMO-90 MIL.	LF	5,413.000																	
6271080	24" YELLOW SOLID LINES-THERMO-125 MIL.	LF	110.000																	
6300005	PERMANENT CLEAR PAVEMENT MARKERS- MONO-DIR.- 4"x4"	EA	9.000																	
6301100	PERMANENT YELLOW PAVEMENT MARKERS B-DIR.- 4"x4"	EA	32.000																	
6510105	FLAT SHEET, TYPE III, FIXED SIZE & MSG. SIGN	SF	38.000																	
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	LF	97.000																	
7143618	18" SMOOTH WALL PIPE	LF	64.000																	
7149999	CLEANING EXISTING PIPE	LF	550.000																	
7191605	CATCH BASIN - TYPE 16	EA	1.000																	
7191625	CATCH BASIN - TYPE 17	EA	4.000																	
7196151	CATCH BASIN - TYPE 9 (TOP ONLY)	EA	3.000																	
7198470	MANHOLE-CONVERT CB T-9	EA	1.000																	
7203100	CONCRETE C & G (16")VERTICAL FACE	LF	50.000																	
7203210	CONCRETE C & G (20")VERTICAL FACE	LF	120.000																	
7204100	CONCRETE SIDEWALK (4" UNIFORM)	SY	850.000																	
7204900	DETECTABLE WARNING MATERIAL	SF	50.000																	
7209000	PEDESTRIAN RAMP CONSTRUCTION	SY	100.000																	
8051151	M73 LEADING EDGE TREATMENT TL3	EA	1.000																	
8051710	MB TRAILING END TREATMENT	EA	1.000																	
8052100	MGS3 GR STANDARD SHOULDER	LF	200.000																	
8071000	RESET FENCE	LF	38.000																	
8072000	RESET CHAIN LINK FENCE	LF	35.000																	
8081000	MOVE ITEM # 1 (MAILBOX)	EA	1.000																	
8081000	MOVE ITEM # 2 (RESET SIGN)	EA	1.000																	
8091010	RIGHT OF WAY MARKER (REBAR & CAP)	EA	29.000																	
8091050	RIGHT OF WAY PLAT	LS	1.000																	
8100100	PERMANENT COVER	ACRE	0.500																	
8100200	TEMPORARY COVER	ACRE	0.250																	
8104005	FERTILIZER (NITROGEN)	LB	50.000																	
8104010	FERTILIZER (PHOSPHORIC ACID)	LB	50.000																	
8104015	FERTILIZER (POTASH)	LB	50.000																	
8105005	AGRICULTURAL GRANULAR LINE	LB	1,000.000																	





N. SPRINGS RD & HARRINGTON RD INTERSECTION - PDT-301-IFB-2019

ITEM #	DESCRIPTION	UNITS	TOTAL PROJECT QUANTITY	Engineer's Estimate		Palmetto Corp. of Conway		C.R. Jackson		AOS Specialty Contractors		Cherokee, Inc	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
WS-01	POTHOLE (EARLY DETERMINATION OF UTILITY VERTICLE DEPTH)	EA	3,000			\$ 850.00	\$ 2,550.00	\$ 850.00	\$ 2,550.00	\$ 1,063.00	\$ 3,189.00	\$ 977.50	\$ 2,932.50
WS-02	12" WATER LINE VERTICAL OFFSET WITH BYPASS - (INCLUDES LINE TAPS, LINE S	EA	1,000			\$ 61,426.00	\$ 61,426.00	\$ 56,426.00	\$ 56,426.00	\$ 77,875.00	\$ 77,875.00	\$ 64,889.90	\$ 64,889.90
WS-03	12" DUCTILE IRON PIPE CL 350 (RESTRAINED JOINT)	LF	150,000			\$ 123.34	\$ 18,501.00	\$ 90.00	\$ 13,500.00	\$ 113.00	\$ 16,950.00	\$ 103.50	\$ 15,525.00
WS-04	FIRE HYDRANT ASSEMBLY (TEE, VALVE, HYDRANT, RJ PIPING, ETC.)	EA	1,000			\$ 5,100.00	\$ 5,100.00	\$ 5,100.00	\$ 5,100.00	\$ 6,375.00	\$ 6,375.00	\$ 5,865.00	\$ 5,865.00
WS-05	REMOVE EXISTING FIRE HYDRANT ASSEMBLY	EA	1,000			\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 938.00	\$ 938.00	\$ 862.50	\$ 862.50
WS-06	ADJUST SEWER MANHOLE (Raise to Finish Surface)	EA	1,000			\$ 800.00	\$ 800.00	\$ 800.00	\$ 800.00	\$ 1,000.00	\$ 1,000.00	\$ 920.00	\$ 920.00
<b>Total</b>							\$ 89,127.00		\$ 79,126.00		\$ 106,327.00		\$ 90,994.90



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: North Springs Road/Harrington Road Intersection Pre-Bid  
 Date: June 19, 2019  
 Meeting Time: 2:00 PM

NAME/Business	EMAIL	PHONE
Taylor Neely / PDT	tneely@richlandpenny.com	
Brian Jackson / C.B. Jackson	KJACKSON@CBJACKSON.COM	750-6070
Keith Andersons / Palmetto Corp	KANDERSEN@PALMETTOCORP.COM	843-365-2156
Decker Driessen / Cherokee	ddriessen@cherokee-sc.com	630-320-9251
BEN LEWIS	blewis@richlandpenny.com	726-3614
Jane Plante	jplanting@aoss.org jane@aoss.org	7986831 803 7306906
Pat Nelson / Ernst Witell, Orion Construction	Orionmitch@aol.com	(803) 252-1639
Brian King	brige@richlandpenny.com	(803) 851-5284
Mac Atkins	matkins@coxanddinhins.com	261-0935
Alexander Toole / Richland County		843-343-9458



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: North Springs Road/Harrington Road Intersection Pre-Bid

Date: June 19, 2019

Meeting Time: 2:00 PM

NAME/Business	EMAIL	PHONE
Rashed Myrskel / RC Transportation	Murwakkil.rashed@richlandcountysc.gov	573-586-8830
Rebecca Connelly / Richland PDT	rconnelly@richlandpenny.com	803-605-2389
David Y Seay / PDT	dseay@RichlandPenny.com	726-6159
Mohammed Al-Tofan / Richland County Gov.	al-tofan.mohammed@richlandcountysc.gov	803-354-0209
Michelle Rosenthal / RC OSBD	Rosenthal.michelle@richlandcountysc.gov	803-576-1540
Cheryl Cook / RC OSBD	COOK.Cheryl@RichlandCountysc.gov	576-1540
Margaret Jones / RC OSBD	jones.Margaret@richlandcountysc.gov	576-1540
KIMBERLY TONEY / RC TRANSP.	toney.kimberly@richlandcountysc.gov	(803) 576-5000
Sierra Flynn / RC Procurement	Flynn.Sierra@richlandcountysc.gov	(803) 576-2130
Dale Collier / Richland PDT	dcollier@richlandpenny.com	(803) 917-6258

Print this page

**Board: Commercial Contractors**

**PALMETTO CORP OF CONWAY**  
3873 HWY 701 N  
CONWAY, SC 29526  
(843)365-2156

License number: 14514  
License type: GENERAL CONTRACTOR  
Status: ACTIVE  
Expiration: 10/31/2020  
First Issuance Date: 03/02/1992  
Classification: GD5 WL5 AP5 CP5 WP5  
Qualified By: Financial Statement  
President / Owner: A SHAWN GODWIN

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

**Supervised By**  
**GODWIN ANTHONY (COG)**  
**ATKINSON KENNETH (COG)**

[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 NET WORTH/SURETY BOND 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
<b>Group #5</b>	<b>\$Unlimited</b>	<b>\$250,000</b>	<b>\$500,000</b>	Group #5	\$Unlimited	\$200,000	\$400,000

Revised 06/2018

**THE SLBE PARTICIPATION GOAL FOR THIS PROJECT IS: 15%**

\$144,263.33

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
Shady Grove Construction, LLC	1079 West Shady Grove Rd., Irmo, SC 29063	WS-01	POTHOLE (EARLY DETERMINATION OF UTILITY VERTICLE DEPTH )	3.0000	EA	\$850.00	\$2,550.00
Shady Grove Construction, LLC	1079 West Shady Grove Rd., Irmo, SC 29063	WS-02	12" WATER LINE VERTICAL OFFSET WITH BYPASS - (INCLUDES LINE TAPS, LINE STOPS, VALVES, FITTINGS, CONCRETE BLOCKING)	1.0000	EA	\$61,426.00	\$61,426.00
Shady Grove Construction, LLC	1079 West Shady Grove Rd., Irmo, SC 29063	WS-03	12" DUCTILE IRON PIPE CL 350 (RESTRAINED JOINT)	150.0000	LF	\$123.34	\$18,501.00
Shady Grove Construction, LLC	1079 West Shady Grove Rd., Irmo, SC 29063	WS-04	FIRE HYDRANT ASSEMBLY (TEE, VALVE, HYDRANT, RJ PIPING, ETC.)	1.0000	EA	\$5,100.00	\$5,100.00
Shady Grove Construction, LLC	1079 West Shady Grove Rd., Irmo, SC 29063	WS-05	REMOVE EXISTING FIRE HYDRANT ASSEMBLY	1.0000	EA	\$750.00	\$750.00
Shady Grove Construction, LLC	1079 West Shady Grove Rd., Irmo, SC 29063	WS-06	ADJUST SEWER MANHOLE (Raise to Finish Surface)	1.0000	EA	\$800.00	\$800.00
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	2011000	Clearing & Grubbing Within Right of Way	1.0000	LS	\$19,750.00	\$19,750.00
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8100100	PERMANENT COVER	0.5000	ACRE	\$2,500.00	\$1,250.00
Green's	2300 Cedar	8100200	TEMPORARY COVER	0.2500	ACRE	\$3,000.00	\$750.00

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
Landscaping & Lawn Service	Creek Road, Blythewood, SC 29016						
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8104005	FERTILIZER (NITROGEN)	50.0000	LB	\$1.95	\$97.50
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8104010	FERTILIZER (PHOSPHORIC ACID)	50.0000	LB	\$1.95	\$97.50
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8104015	FERTILIZER (POTASH)	50.0000	LB	\$1.95	\$97.50
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8105005	AGRICULTURAL GRANULAR LIME	1000.0000	LB	\$0.35	\$350.00
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8109050	SELECTIVE WATERING	54300.0000	GAL	\$0.05	\$2,715.00
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8109901	MOWING	1.5000	ACRE	\$550.00	\$825.00
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8151110	TEMPORARY EROSION CONTROL BLANKET (ECB)	1.2750	MSY	\$1,550.00	\$1,976.25
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8154050	REMOVAL OF SILT RETAINED BY SILT FENCE	585.0000	LF	\$4.50	\$2,632.50
Green's	2300 Cedar	8153000	SILT FENCE	2340.0000	LF	\$2.10	\$4,914.00

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
Landscaping & Lawn Service	Creek Road, Blythewood, SC 29016						
Green's Landscaping & Lawn Service	2300 Cedar Creek Road, Blythewood, SC 29016	8153090	REPLACE/REPAIR SILT FENCE	234.0000	LF	\$2.00	\$468.00
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	8156490	Stabilized Construction Entrance	550.0000	SY	\$3.18	\$1,749.00
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	4030320	HOT MIX ASPHALT SURFACE COURSE TYPE B	800.0000	Ton	\$2.18	\$1,744.00
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	3069900	Maintenance Stone	138.0000	Ton	\$12.60	\$1,738.80
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	2031000	Unclassified Excavation	350.0000	CY	\$5.00	\$1,750.00
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	3100310	Hot Mix Asphalt Base Course - Type A	693.0000	Ton	\$3.78	\$2,619.54
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	890.0000	SY	\$2.94	\$2,616.60

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
Taylor Brothers Construction Co., Inc.	2201 Atlas Road, Columbia, SC 29209	4020320	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	1762.0000	TON	\$3.97	\$6,995.14
<b>Total:</b>							<b>\$144,263.33</b>

## Construction Contingency

These increases are beyond the originally Council-approved amounts of 10% due to changed site conditions in the field and modifications to the projects to minimize impacts to utilities. The increase requested for Koon/Farmview Sidewalk Project is \$20,140.00 and the increase for Magnolia/Schoolhouse Sidewalk Project is \$58,968.00. It should be noted that both of these projects came in under the original Engineer's Estimate. These additional funds will come from the Sidewalk Category of funds, and both of these requests are below the 2012 Referendum amounts. These approvals are time sensitive as both project are nearing completion and with the next potential Transportation Ad Hoc Committee being September, staff wishes to ensure no delays in processing these construction invoices.



Agenda Briefing

**To:** Chair of the Committee and the Honorable Members of the Committee  
**Prepared by:** Allison Steele, P.E. Deputy Director  
**Department:** Richland County Transportation  
**Date Prepared:** July 11, 2019 **Meeting Date:** July 23, 2019

<b>Legal Review</b>	N/A	<b>Date:</b>	
<b>Budget Review</b>	N/A	<b>Date:</b>	
<b>Finance Review</b>	N/A	<b>Date:</b>	
<b>Other Review:</b>	N/A	<b>Date:</b>	
<b>Approved for Council consideration:</b>			

**Committee**

**Subject:** Penny Projects Inside SCDOT Rights-Of-Way

**Background Information:**

Many projects included in the Penny Program fall within South Carolina Department of Transportation’s (SCDOT) Rights-Of-Way. Projects in two of the major categories, Neighborhood Improvement Projects and Sidewalks, propose the installation of certain features that SCDOT has stated they will not maintain, meaning the County would be responsible for maintenance within SCDOT’s ROW in perpetuity.

Some of these features are landscaped medians, street lighting, mast arm traffic lights, and shared use paths (SUPs). Council has already approved the installation of SUPs in several locations, which would be a shared maintenance responsibility between the County and SCDOT (see attachment 1Clemson Rd. Maintenance Agreement as an example.)

Further, County Ordinance Section 21-12 states that the County shall not install street lighting until funds are appropriated to provide that service countywide (see attachment 2). The funding required would be for the installation, maintenance and monthly electric bill.

**Recommended Action:**

Staff requests Council to provide guidance on whether or not to continue with the design and construction of the items listed below.

- A. Shared Use Paths
- B. Landscaped Medians
- C. Mast Arms
- D. Street Lighting

**Motion Requested:**

Option 1; Move that Council approve removing one or more of the items listed in recommended actions for current and future designs of Penny Projects.

Option 2: Move that Council do not approve removing one or more of the items listed in recommended actions for current and future designs of Penny Projects.

**Request for Council Reconsideration:** Yes

**Fiscal Impact:**

1. SUP\Vegetated Buffer Maintenance (Labor and Materials) – approximately \$11,100\mile - annually
2. Mast Arm Signals (Labor and Materials) – approximately \$26,000 to replace
3. Landscaped Medians (Labor Only) – approximately \$5,460\quarter mile – annually
4. Street Lighting (Including Energy & Maintenance) – approximately \$49,200\mile – annually

Estimates are derived from Public Works Roads & Drainage labor and materials costs, City of Columbia labor costs and from PDT research.

**Motion of Origin:**

This request did not result from a Council motion. This was a request for information originating out of the Dirt Road Ad Hoc Committee and Transportation Ad Hoc Committee

Council Member	N/A
Meeting	N/A
Date	N/A

**Discussion:**

Maintaining these items in SCDOT’s ROW would mean the County would incur the maintenance costs, but it also means the County shares in the liability for any incidents that may arise involving these project features.

To incur these maintenance responsibilities, an increase in the Public Works Roads & Drainage budget would be necessary.

**Attachments:**

1. Clemson Rd. Maintenance Agreement
2. Maintenance Items By Project
3. Street Lighting Ordinance Section 21-12
4. Updated Street Lighting Cost Estimates
5. Staff responses to Committee’s questions posed on 5/28/19

## APPENDIX 1 – MAINTENANCE PARTNERSHIP AGREEMENT

2/17/00

THIS AGREEMENT is entered this 15<sup>th</sup> day of June, 2013 by and between Richland County, hereinafter referred to as County, and the South Carolina Department of Transportation, hereinafter referred to as SCDOT.

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

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

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

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

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

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

1) SCDOT grants the County a license to enter onto the SCDOT right of way at the area defined by the intergovernmental agreement. The purpose of the license to enter is limited to routine maintenance of the intergovernmental agreement area. Such entry will be limited to the scope of the work identified in the intergovernmental agreement. No additional encroachment beyond that contemplated by the original intergovernmental agreement is allowed. If additional maintenance, enhancement and/or beautification efforts, different from the original scope of work identified in the intergovernmental agreement, is requested, the County will be required to submit a new intergovernmental agreement identifying the new scope of work. Entry onto SCDOT right of way pursuant to this agreement may be without notice to the SCDOT.

2) The County agrees to post all necessary traffic control devices and take all necessary precautions in conformance with SCDOT traffic control standards and as required by the SCDOT, along the SCDOT right of way prior to and during the performance of any routine maintenance, enhancement and/or beautification efforts.

3) SCDOT agrees to accept maintenance responsibilities for the shared use path concrete structure not to include cleaning or hazardous weather maintenance of the surface.

4) The County agrees to accept maintenance responsibilities for maintenance of the shared use path's surface to include cleaning and hazardous weather maintenance of the surface.

5) The County agrees to maintain the vegetation zone located between the edge of roadway and the shared use path as well as the vegetation zone on the outside shoulder of the path. This maintenance includes, but is not limited to, mowing and clearing/limbing vegetation management.

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

**MAINTENANCE PARTNERSHIP AGREEMENT, PAGE 2**

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

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

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

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

SOUTH CAROLINA DEPARTMENT OF  
TRANSPORTATION

By: Robert C. Dickinson  
Its: DEA  
Recommended by: \_\_\_\_\_

RICHLAND COUNTY

By: Sandra Yucice  
Its: \_\_\_\_\_  
Sandra Yucice, Ph.D  
Assistant County  
Administrator

Richland County Attorney's Office

Elizabeth L. Walker  
Approved As To LEGAL Form Only.  
No Opinion Rendered As To Content.

## Maintenance Items by Project

June 7, 2019

### Existing Maintenance Agreements

1. Clemson Road Widening – Shared Use Path (Existing Agreement) *Sparkleberry Crossing to Old Clemson Road – both sides of road and along Earth Road to Peach Grove Ct – one side of road = 3.722 miles*
2. Southeast Richland Neighborhood Improvements – Shared Use Path (Existing Agreement) *Garners Ferry Road to Rabbit Run, Rabbit Run to Lower Richland Blvd and Lower Richland Blvd to Lower Richland High School – one side of road = 1.634 miles*
3. Polo Road Sidewalk – Shared Use Path (Existing Agreement) *Alpine Road to Mallet Hill Road – one side of road = 1.701 miles*

### Maintenance to be Performed by Others

1. North Main Street Widening – Landscape Median, Mast Arms, Lighting (City to Maintain)
2. Blythewood Road Widening – Shared Use Path (Town of Blythewood to Maintain) *I-77 to Syrup Mill Road – both sides of road = 1.665 miles*
3. Blythewood Road Phase 2 (Creech Connector) – Shared Use Path (Town of Blythewood to Maintain, to be confirmed during design) *Current Concept from Blythewood Road to Main Street – one side of road = 0.440 miles*

### Maintenance Under Consideration for Richland County

1. Bluff Road Phase II Improvements – Shared Use Path *Berea Road to Blair Road – both sides of road = 2.519 miles*
2. Lower Richland Boulevard Widening – Shared Use Path *Garners Ferry Road to Lower Richland High School – both sides of road = 0.384 miles*
3. Pineview Road Improvements – Shared Use Path *Bluff Road to Garners Ferry Road – one side of road = 2.811 miles*
4. Polo Road Widening – Shared Use Path *Two Notch Road to Mallet Hill Road – one side of road = 1.884 miles*
5. Shop Road Widening – Shared Use Path *George Rogers Blvd to Mauney Drive – both sides of road = 4.061 miles*
6. Clemson Road/Sparkleberry Lane Intersection – Shared Use Path *Clemson Road from I-20 to Sparkleberry Crossing – both sides of road, Sparkleberry Lane from Mallet Hill Road to Sparkleberry Crossing – one side of road, and Sparkleberry Crossing to Clemson Road – both sides of road = 1.144 miles*

7. Decker/Woodfield Neighborhood Improvements – Shared Use Path *Chatsworth Pedestrian Connector = 0.133 miles*, Landscaped Medians *Decker Blvd = 0.424 miles*, Lighting *Chatsworth Pedestrian Connector, Brookfield Road Sidewalk from Decker Blvd to Richland NE High School and Decker Blvd Streetscape from Trenholm Road to Percival Road = 2.680 miles*, Mast Arms 8
8. Bull Street/Elmwood Avenue Intersection – Mast Arms 4
9. Broad River Corridor Neighborhood Improvements – Mast Arms 10, Landscaped Medians *Broad River Road and intersections with Greystone Blvd, Bush River Road and St. Andrews Road = 0.500 miles*
10. Crane Creek Neighborhood Improvements – Landscaped Medians along Monticello Road *0.500 miles*
11. Trenholm Acres/Newcastle Neighborhood Improvements – Landscaped Medians *Fontaine Road, Two Notch Road and Parklane Road = Conceptual 1000' to 2.650 miles*
12. Spears Creek Church Road Widening – Unknown

(c) The developer of any new subdivision constructed within the jurisdiction and authority of the county is responsible for the initial installation of all necessary traffic control devices in accordance with an approved signage plan. The department of public works shall maintain the devices after acceptance of the streets.

(Code 1976, § 8-1005; Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 052-05HR, § I, 7-12-05; Ord. No. 046-07HR, § I, 5-15-05)

**Sec. 21-12. Street lighting.**

The county shall not provide street lighting on any highway, street or road until such time as sufficient funds are appropriated to provide that service county-wide. Homeowners or homeowner's associations may obtain street lighting through contractual arrangements with the electric utility serving their area.

(Ord. No. 005-03HR, § I, 1-21-03)

**Sec. 21-13. Emergency maintenance of roads.**

(a) No work may be performed on any roadway not already maintained by the county unless the county administrator determines that access to such roadway is necessary for the performance of one or more public functions, and the following conditions exist:

- (1) Such a roadway is the only access for one (1) or more property owners or residences, and
- (2) Emergency medical services, sheriff department vehicles and other county vehicles cannot, in the lawful performance of their duties, gain full and immediate access to at least one (1) residence unless road scraping is performed, and
- (3) At least one (1) of the properties to be accessed is used as a primary residence.

(b) Any work pursuant to this section will be done on a one-time basis only. In such cases, the county department of public works is limited to the minimum improvements that will allow full and immediate access to the affected residences. Crusher-run, gravel, pipe or other materials will not be routinely provided.

(Code 1976, § 8-1007; Ord. No. 1846-89, § I, 3-21-89; Ord. No. 2372-93, § I, 11-16-93; Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 032-13HR, § I, 7-2-13)

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

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

(b) Any person or organization wishing the county to abandon maintenance on an existing county-maintained street, road or highway shall submit to the public works department a petition to do so signed by the owners of all property adjoining the road and by the owners of all property who use the road as their only means of ingress/egress to their property. The petition shall state that the property owners release and indemnify the county from any duty to maintain the road. At the recommendation of the county engineer, the county administrator shall have the authority to act on a petition that involves a dead-end road; county council shall have the authority to approve petitions

## Lighting Cost Estimate\*

6/10/2019

\*The estimates assume a 15-year lease from Dominion Energy. Dominion Energy will install and maintain the lighting.

\*These estimates were based on information from Dominion Energy for the Decker Blvd. / Woodfield Park Neighborhood Improvement Project.

### Scenario 1: Money Down with Monthly Fee

	Cost / Mile		Total for 15-year Period (Cost / Mile) <sup>3</sup>	
	Pedestrian Path <sup>1</sup>	4 or 5-lane Roadway <sup>2</sup>	Pedestrian Path <sup>1</sup>	4 or 5-lane Roadway <sup>2</sup>
Money Down	\$ 408,000.00	\$ 485,000.00	\$ 444,000.00	\$ 578,600.00
Monthly Fee	\$ 200.00	\$ 520.00		

### Scenario 2: Zero Money Down / Monthly Fee Only

	Cost / Mile		Total for 15-year Period (Cost / Mile) <sup>3</sup>	
	Pedestrian Path <sup>1</sup>	4 or 5-lane Roadway <sup>2</sup>	Pedestrian Path <sup>1</sup>	4 or 5-lane Roadway <sup>2</sup>
Money Down	\$ -	\$ -	\$ 570,600.00	\$ 738,000.00
Monthly Fee	\$ 3,170.00	\$ 4,100.00		

1. Assumes Acorn-style LED lighting with new poles
2. Assumes Acorn-style LED lighting with new poles and Cobrahead LED lighting mounted on existing wood poles.
3. Total Cost/Mile for 15-Year Lease Period = Money Down + Monthly Fee \* 12 months / year \* 15 years



Acorn-Style Lighting



Cobrahead Lighting

## Maintenance Items

### Questions from Transportation Committee Meeting Held On 5/28/19

1. How many miles of Shared Use Paths (SUPs) and Landscaped Medians (LMs) are proposed to be maintained by the County? **Approximately 20 miles of SUPs and 4 miles of LMs**
2. How many mast arms are proposed to be maintained by the County? **22**
3. If a driver were to run into and damage a County-maintained mast arm, would the County require that driver or his insurance company to pay for repair\replacement? **Risk Management would attempt to go after them for indemnification but there would be no guarantee that the driver even has insurance or that RM would be successful in recovering any costs. Also if damage were done to the mast arm for some other reason (i.e. tornado, tree down, etc.) the County would be responsible for its repair. If the mast arm goes down and causes damage to property such as a car, the County could also be liable for that property damage. If a traditional signal is installed, all of this responsibility would fall to SCDOT.**
4. Are any beautification organizations willing to assist with maintain landscaped medians? **Keep The Midlands Beautiful was contacted, and they responded that they only focus on litter and recycling efforts. Quinton Epps with the Conservation Division was contacted, and he was unaware of any organizations that would be interested in maintaining LMs.**
5. Lighting Cost Chart – An updated lighting chart has been provided with two options: pre-pay the full amount of installation and maintenance and then just have a monthly electric bill or pay zero up front and have a monthly bill that includes electric and installation\maintenance.
6. What would be the cost to provide street lighting Countywide? **The following is the mileage of roadways that the County currently maintains:**
  - a. Paved – 591.92
  - b. Unpaved – 212.91
  - c. Total – 804.83

The cost estimates provided by the PDT are for 4\5 lane roadways and were based specifically on the Decker\Woodfield project. Almost all of the County's current roads are two-lane, so just to get a very rough estimate to provide street lighting County wide we would assume half the costs listed in the attachment which provides the numbers below:

  - a. Scenario 1 15-year cost – \$232,837,319
  - b. Scenario 2 15-year cost - \$296,982,270
7. Are there any alternatives to traditional street lighting? **Yes, you can use solar lighting with two options. With solar lighting, the upfront cost of installation is greater than traditional installation; however, you will save funds over time with the reduction\removal of monthly energy bill**
  - a. On grid – The lights are actually connected to the power company's grid so that if the panels produce more than they use, energy credits can be obtained
  - b. Off grid – The lights are completely self-sufficient through the use of batteries
8. IGA between SCDOT and County for maintenance of SUPs in the Town of Blythewood. Staff was directed to change this IGA to be an agreement between SCDOT and Blythewood. **County staff is currently working to update the IGA to reflect Blythewood instead of the County.**
9. The Committee requested the three IGAs that have already been executed between the County and SCDOT be re-evaluated to see if they should be changed as well.

- a. Clemson Rd IGA – A portion of the proposed SUP falls within unincorporated County and a portion within the City of Columbia. Create an IGA between the City and SCDOT for the portion within the City's limits?
- b. Southeast Richland Neighborhood Improvements (SERN) IGA – This entire project falls within unincorporated County.
- c. Polo Rd. IGA - This entire project falls within unincorporated County.

10. Light pollution\impacts to wildlife (Picture 1)

- a. Animals - Artificial light can disrupt the nighttime environment of nocturnal animals, impact wetland habitats, and affect bird migration that relies on moonlight\starlight navigation
- b. Humans – Blue light has been shown in some studies to negatively impact humans such as vision and sleep disruption; however, this is related more to interior lighting and electronics. Glare appears to be the biggest issue with outdoor lighting.
- c. Sky Glow - Brightness of the night sky in a built-up area as a result of light pollution. This can best be understood by observing the two photos on the following page.



Picture (1): Before and during the 2003 Northeast blackout, a massive power outage that affected 55 million people. Photo by of Todd Carlson

**RICHLAND COUNTY  
ADMINISTRATION**

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



Agenda Briefing

**To:** Chairman and the Honorable Members of Council  
**Prepared by:** Michael A. Niermeier  
**Department:** Transportation  
**Date Prepared:** 7/19/2019 **Meeting Date:** 7/18/2019

<b>Legal Review</b>		<b>Date:</b>	
<b>Budget Review</b>		<b>Date:</b>	
<b>Finance Review</b>		<b>Date:</b>	
<b>Other Review:</b>		<b>Date:</b>	
<b>Approved for Council consideration:</b>			

**Subject:** Widening Program Funding Options

**Recommended Action:**

Staff recommends approving Widening Program Funding Option 3

**Motion Requested:**

Move to approve the Penny Program Widening Funding Option 3 as presented in Exhibit C

**Request for Council Reconsideration:** Yes

**Fiscal Impact:**

All options presented involve the same money available and proposed cash flow plan. .

**Motion of Origin:**

NA

<b>Council Member</b>	
<b>Meeting</b>	
<b>Date</b>	

**Discussion:**

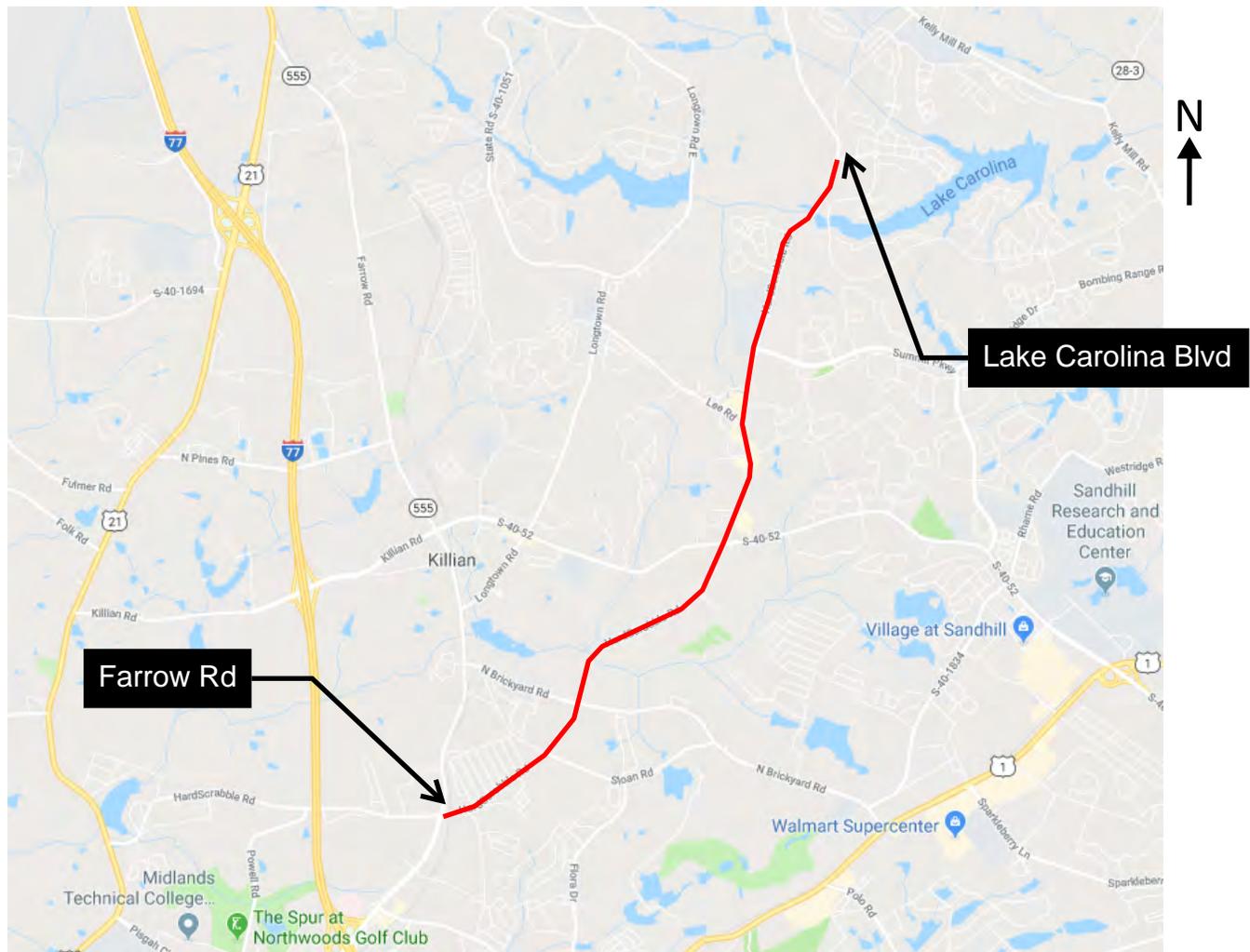
At the Transportation work session on July 18, the Widening Memo from March of 2018 was discussed as a way to achieve alignment of those projects with the funding available. During discussion, three approaches were debated. These approaches are shown in Exhibits A, B, and C (attached). Of note Exhibit B:Constrained differs, from the March 2018 memo as this option was directly taken from the work session on July 18.

**Attachments:**

1. March 2018 Widening Memo
2. 20190723 Widening Program Funding Scenarios

3. Exhibit A: Referendum
4. Exhibit B: Constrained
5. Exhibit C: Recommended Improvements

# HARDSCRABBLE ROAD WIDENING (REFERENDUM)



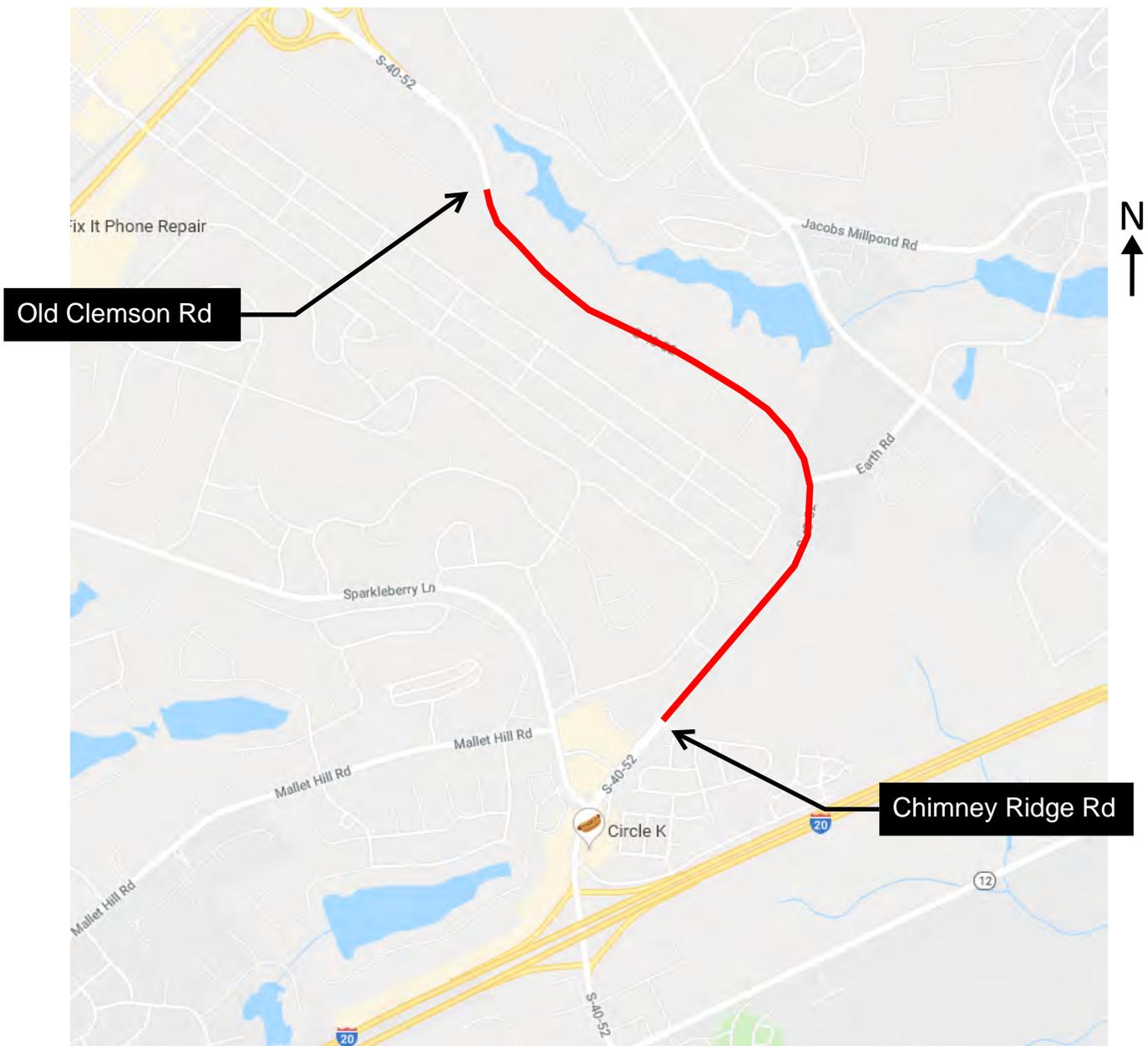
## *Referendum Scope:*

*Construct 5-lane widening between Farrow Rd and Lake Carolina Blvd*

*Referendum = \$29,860.800*

*Current Estimate = \$29,860,800*

## CLEMSON ROAD WIDENING (REFERENDUM)



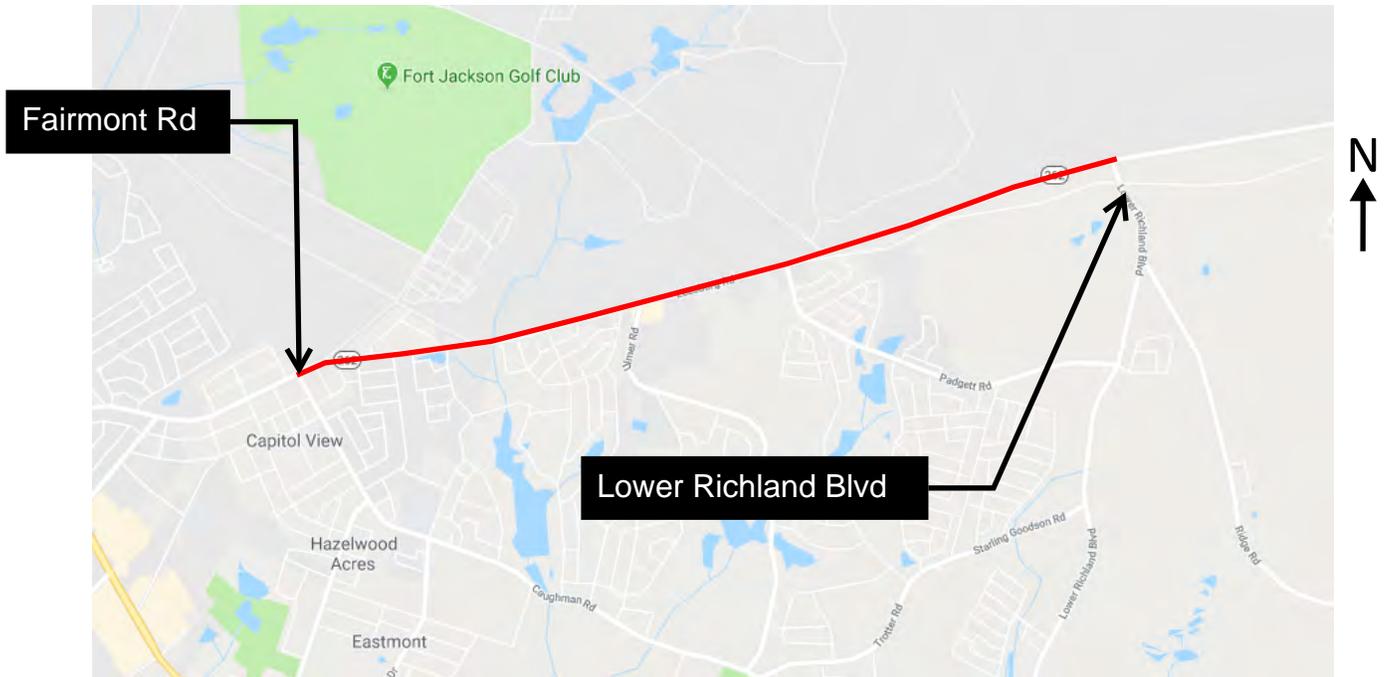
*Referendum Scope:*

*Construct 5-lane widening between Chimney Ridge Dr and Old Clemson Rd*

*Referendum = \$23,400,000*

*Current Estimate = \$15,898,417*

## LEESBURG ROAD WIDENING (REFERENDUM)



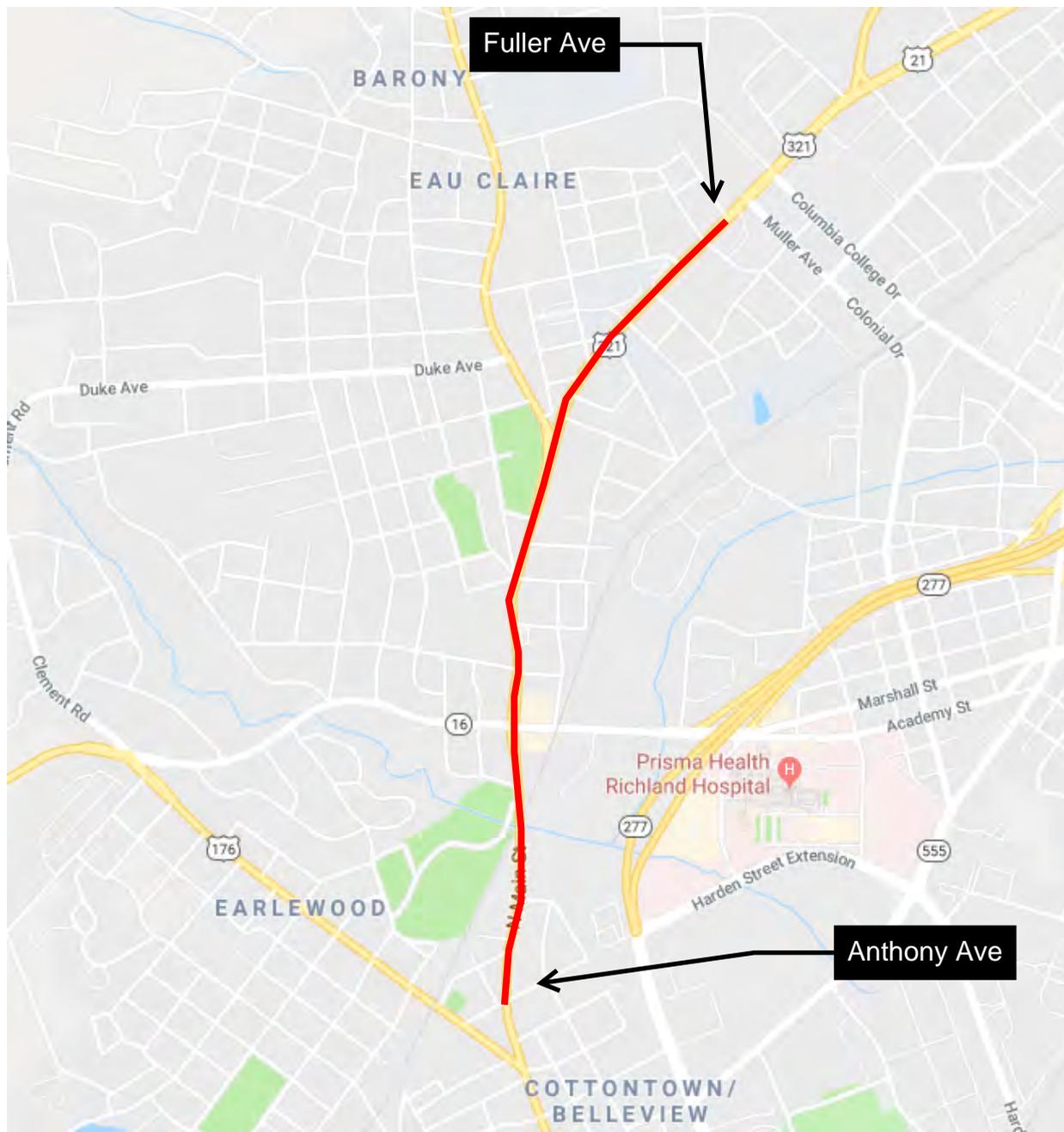
*Referendum Scope:*

*Construct 5-lane widening between Fairmont Rd and Lower Richland Blvd*

*Referendum = \$4,000,000*

*Current Estimate = \$4,000,000*

# NORTH MAIN STREET WIDENING (REFERENDUM)



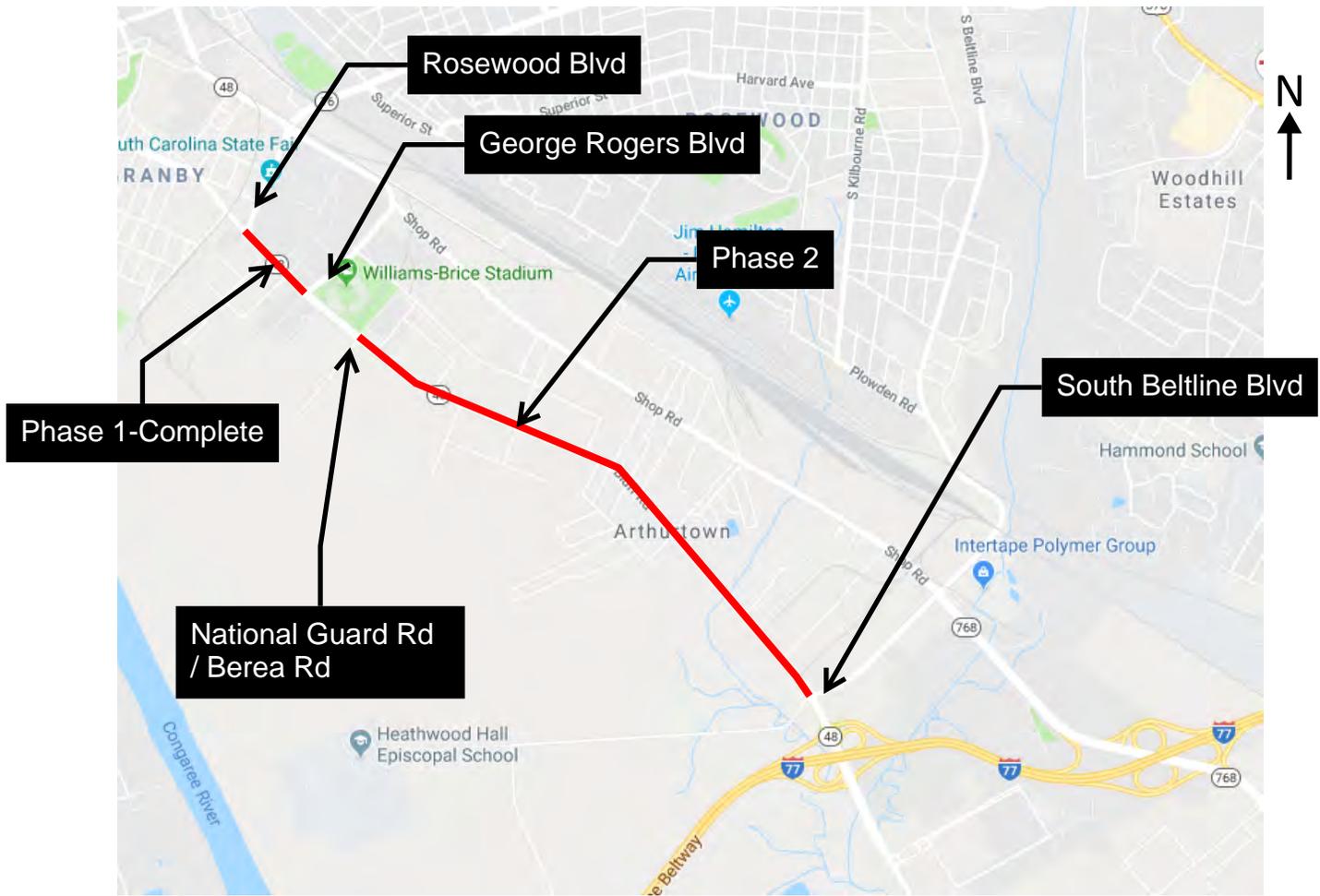
*Referendum Scope:*

*Construct 5-lane widening between Anthony Ave and Fuller Ave*

*Referendum = \$35,400,00*

*Current Estimate = \$62,663,573*

# *BLUFF ROAD WIDENING (REFERENDUM)*



*Referendum Scope:*

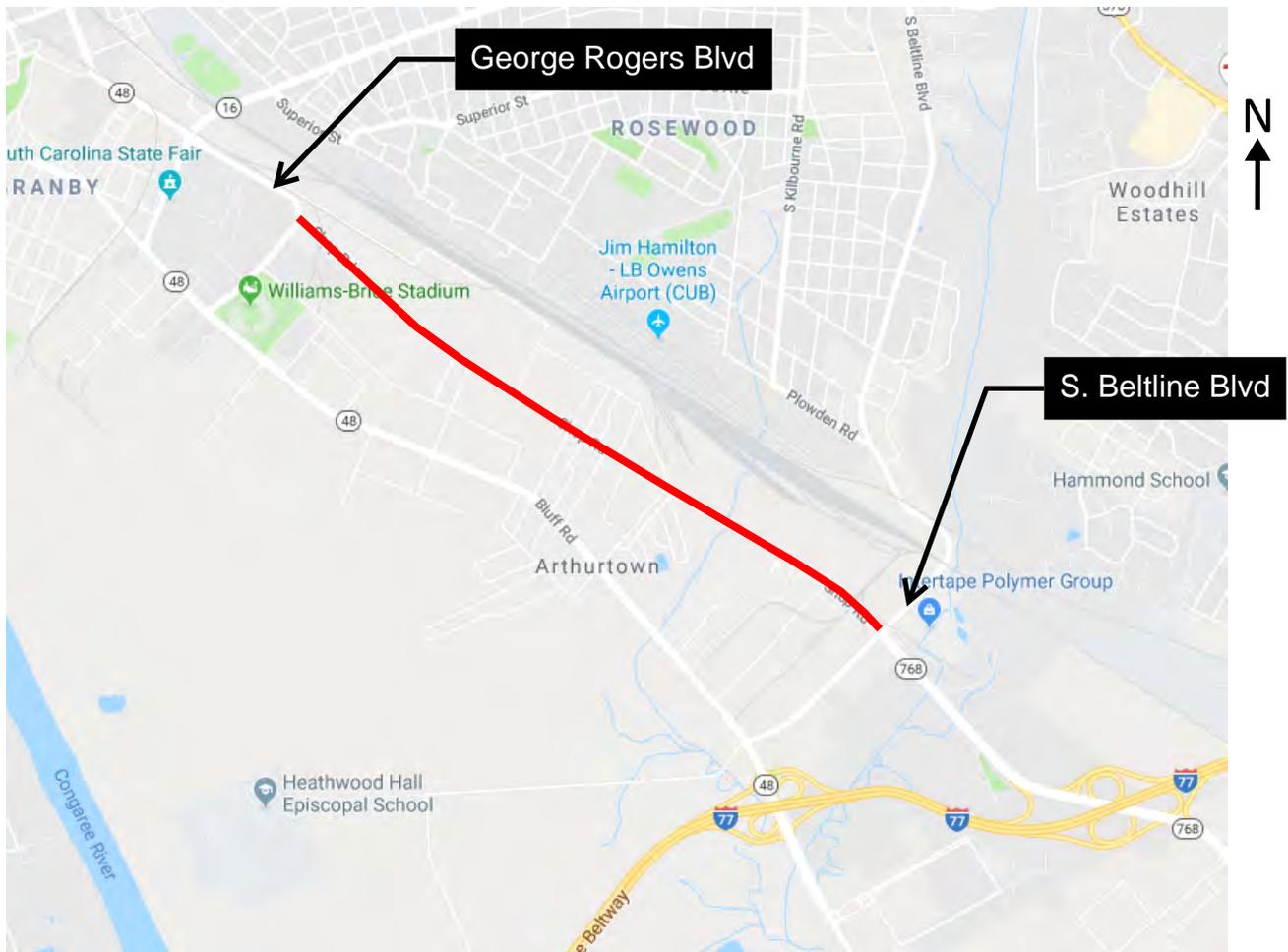
*Construct 5-lane widening between Rosewood Dr and S. Beltline Blvd.*

*Referendum = \$16,700,000*

*Bluff Phase 1 Cost = \$9,552,708*

*Bluff Phase 2 Current Estimate = \$40,203,471*

## SHOP ROAD WIDENING (REFERENDUM)



*Referendum Scope:*

*Construct 5-lane widening between George Rogers Blvd and S. Beltline Blvd*

*Referendum = \$33,100,000*

*Current Estimate = \$46,461,812*

## ATLAS ROAD WIDENING (REFERENDUM)



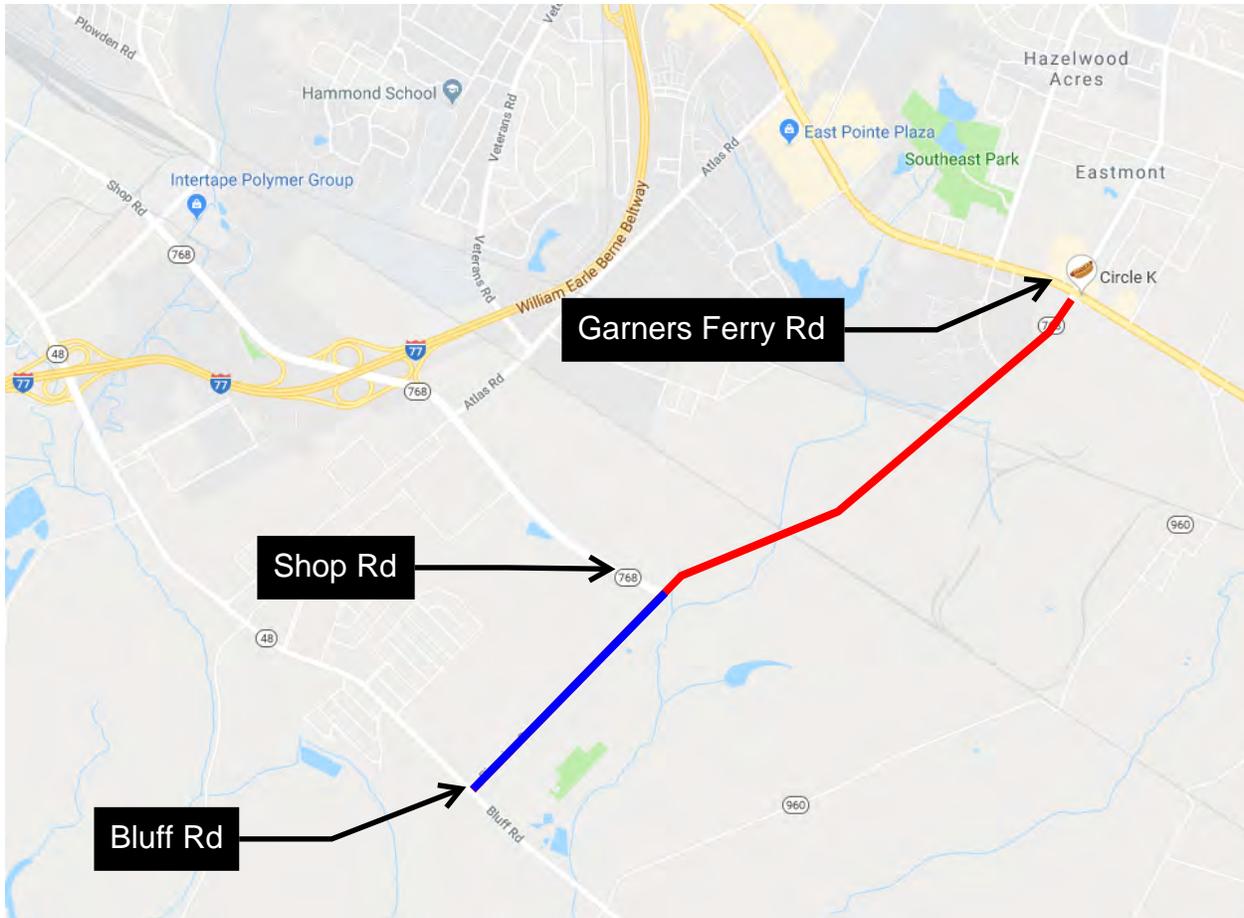
### *Referendum Scope:*

*Construct 3-lane widening between Bluff Rd and Shop Rd  
Construct 5-lane widening between Shop Rd and Garners Ferry Rd*

*Referendum = \$17,600,000*

*Current Estimate = \$41,919,470*

## *PINEVIEW ROAD WIDENING (REFERENDUM)*



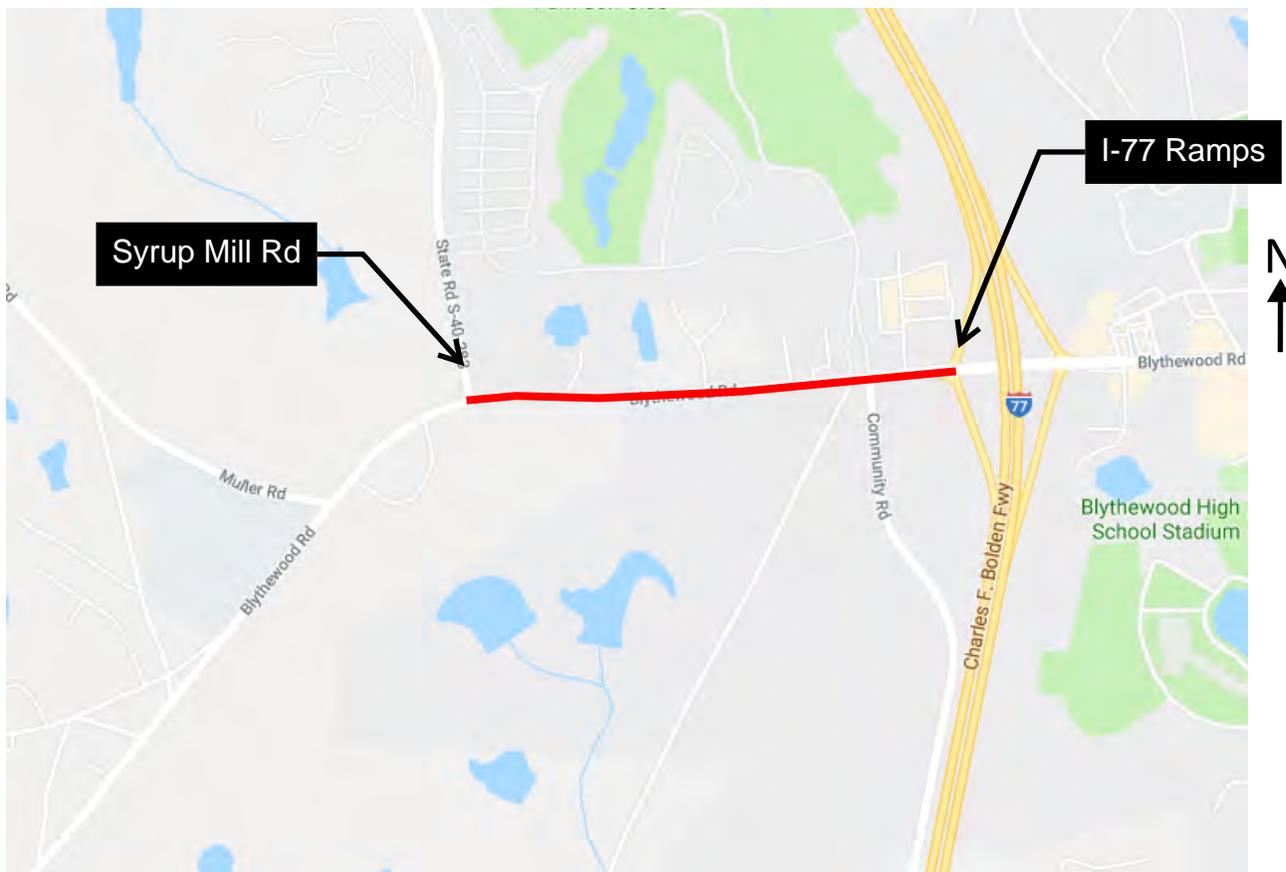
*Referendum Scope:*

*Construct 3-lane widening between Bluff Rd and Shop Rd  
Construct 5-lane widening between Shop Rd and Garners  
Ferry Rd*

*Referendum = \$18,200,000*

*Current Estimate = \$40,032,789*

## *BLYTHEWOOD ROAD WIDENING (REFERENDUM)*



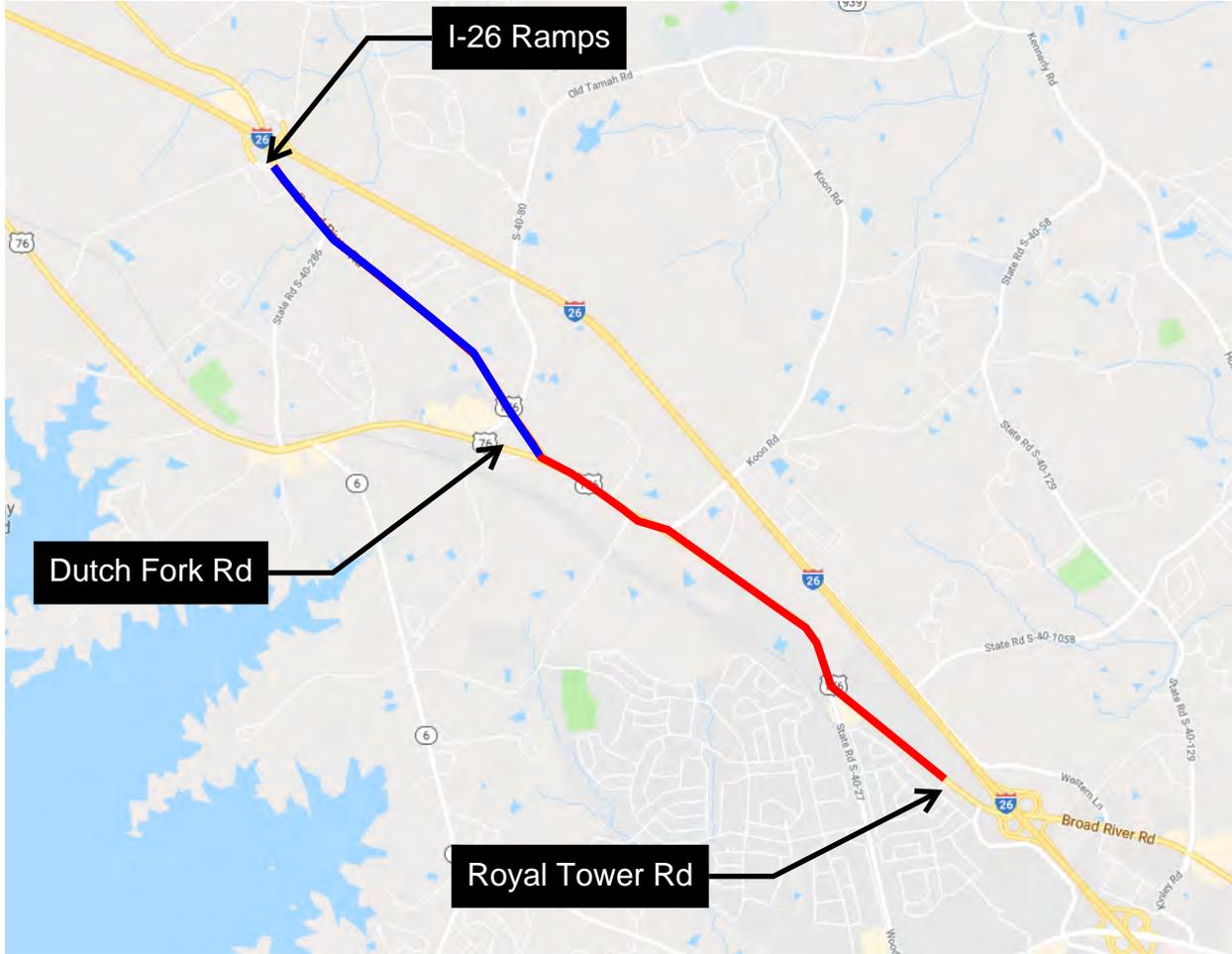
*Referendum Scope:*

*Construct 5-lane widening between Syrup Mill Rd & I-77 Ramps*

*Referendum = \$8,000,000*

*Current Estimate = \$13,348,823*

## ***BROAD RIVER ROAD WIDENING (REFERENDUM)***



*Referendum Scope:*

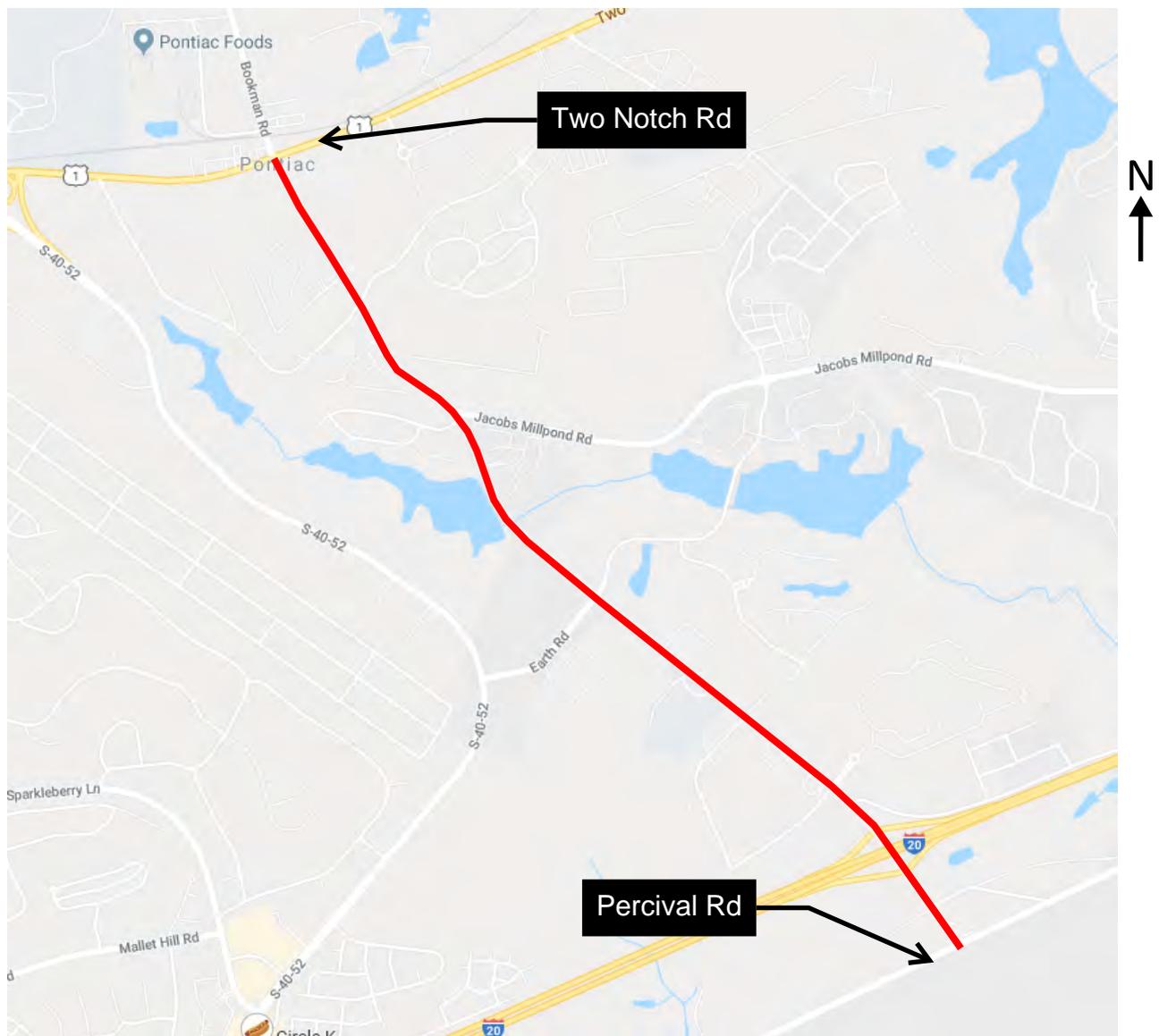
*Construct 5-lane widening between Royal Tower Rd and Dutch Fork Rd*

*Construct 3-lane widening between Dutch Fork Rd and I-26 Ramps*

*Referendum = \$29,000,000*

*Current Estimate = \$41,168,865*

## *SPEARS CREEK CHURCH ROAD WIDENING (REFERENDUM)*



*Referendum Scope:*

*Construct 5-lane widening between Two Notch Rd and Percival Rd*

*Referendum = \$26,600,000*

*Current Estimate = \$49,502,831*

## *LOWER RICHLAND BOULEVARD WIDENING (REFERENDUM)*



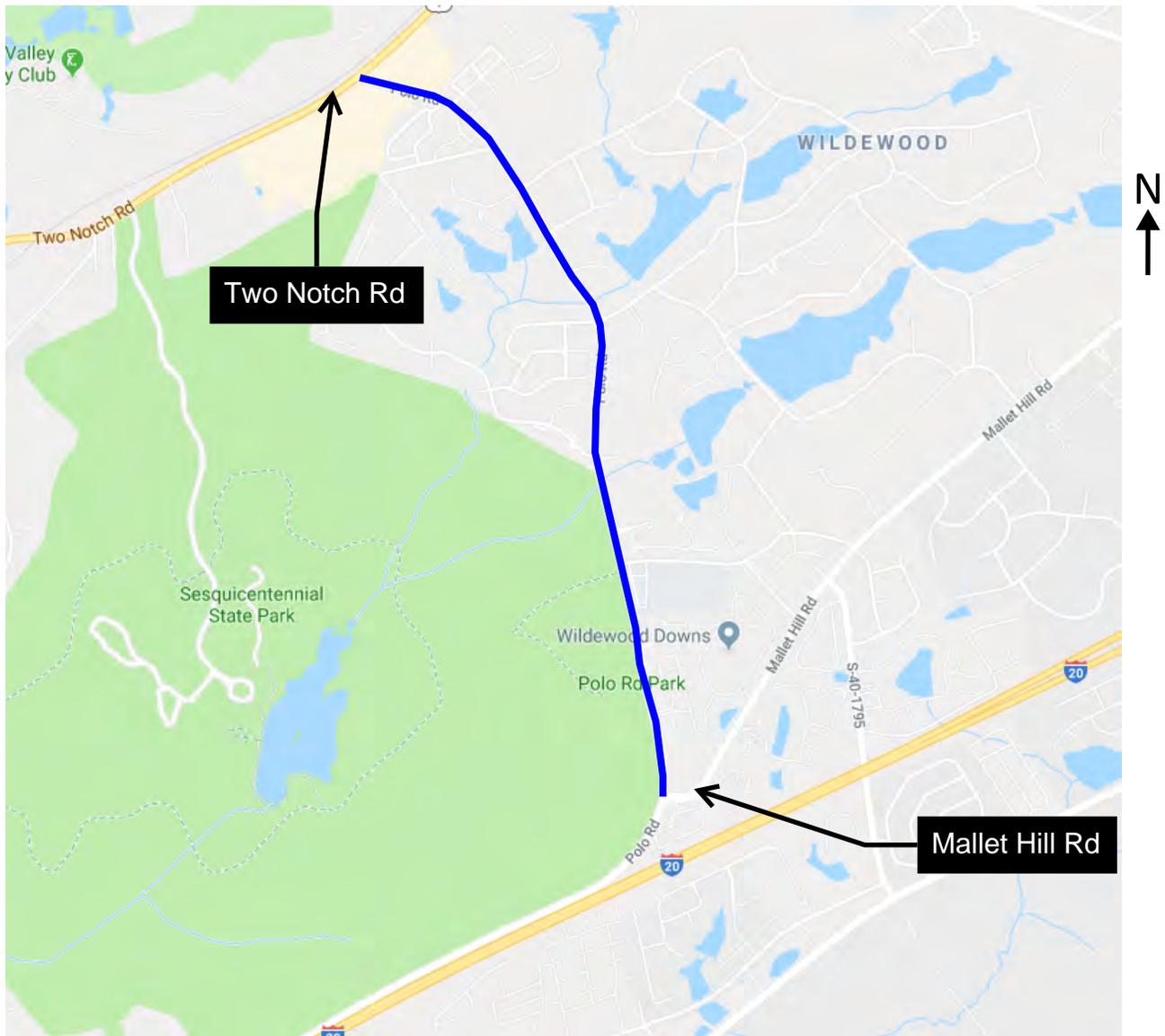
*Referendum Scope:*

*Construct 5-lane widening between Garners Ferry Rd and Rabbit Run Rd*

*Referendum = \$6,100,000*

*Current Estimate = \$6,708,092*

## *POLO ROAD WIDENING (REFERENDUM)*



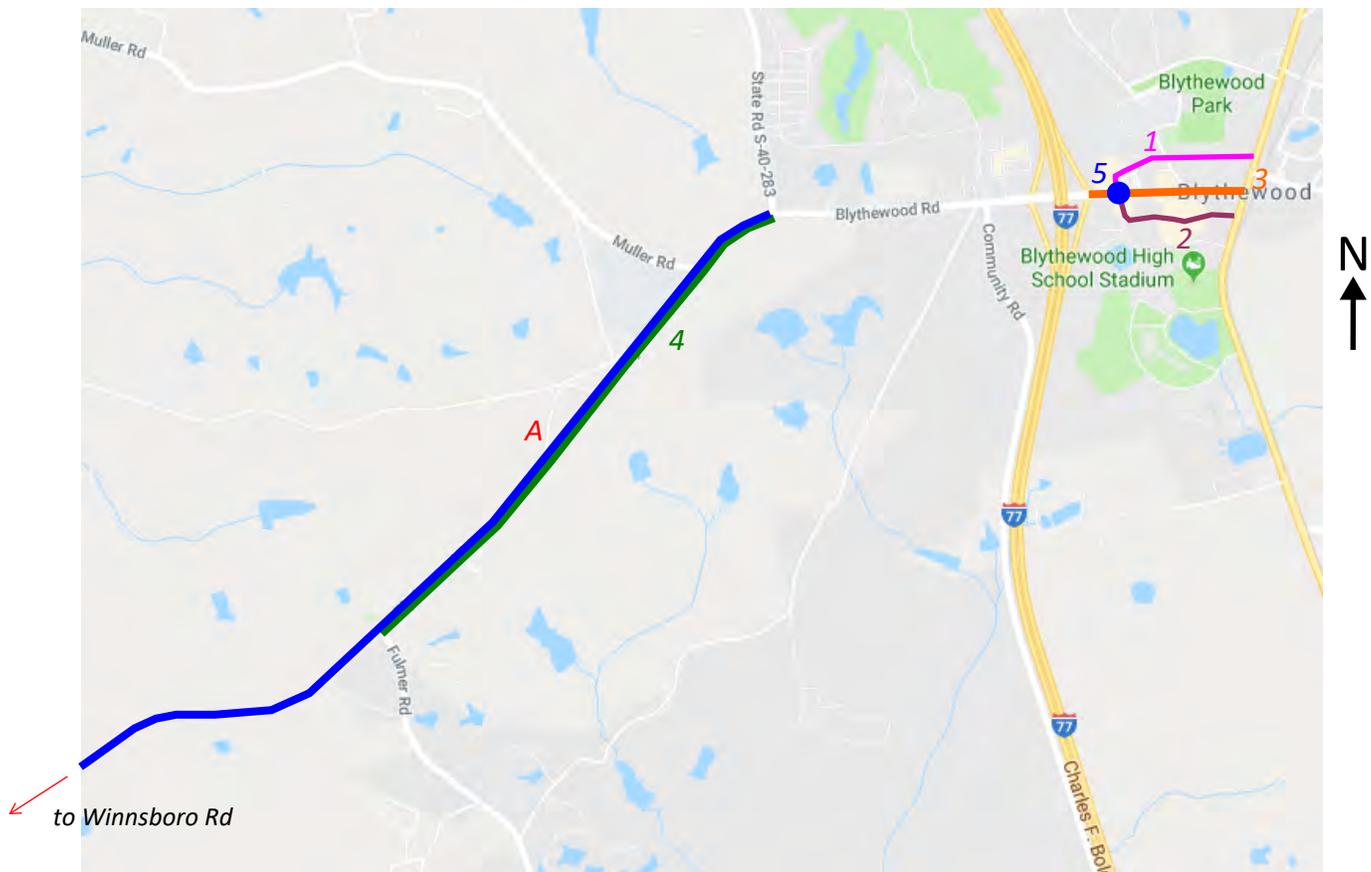
*Referendum Scope:*

*Construct 3-lane widening between Mallet Hill Rd and Two Notch Rd*

*Referendum = \$12,800,000*

*Current Estimate = \$15,309,142*

## BLYTHEWOOD RD WIDENING (REFERENDUM)



### *Referendum Scope :*

*A. Blythewood Rd Widening - 5-lane widening from Syrup Mill Rd to Winnsboro Rd*

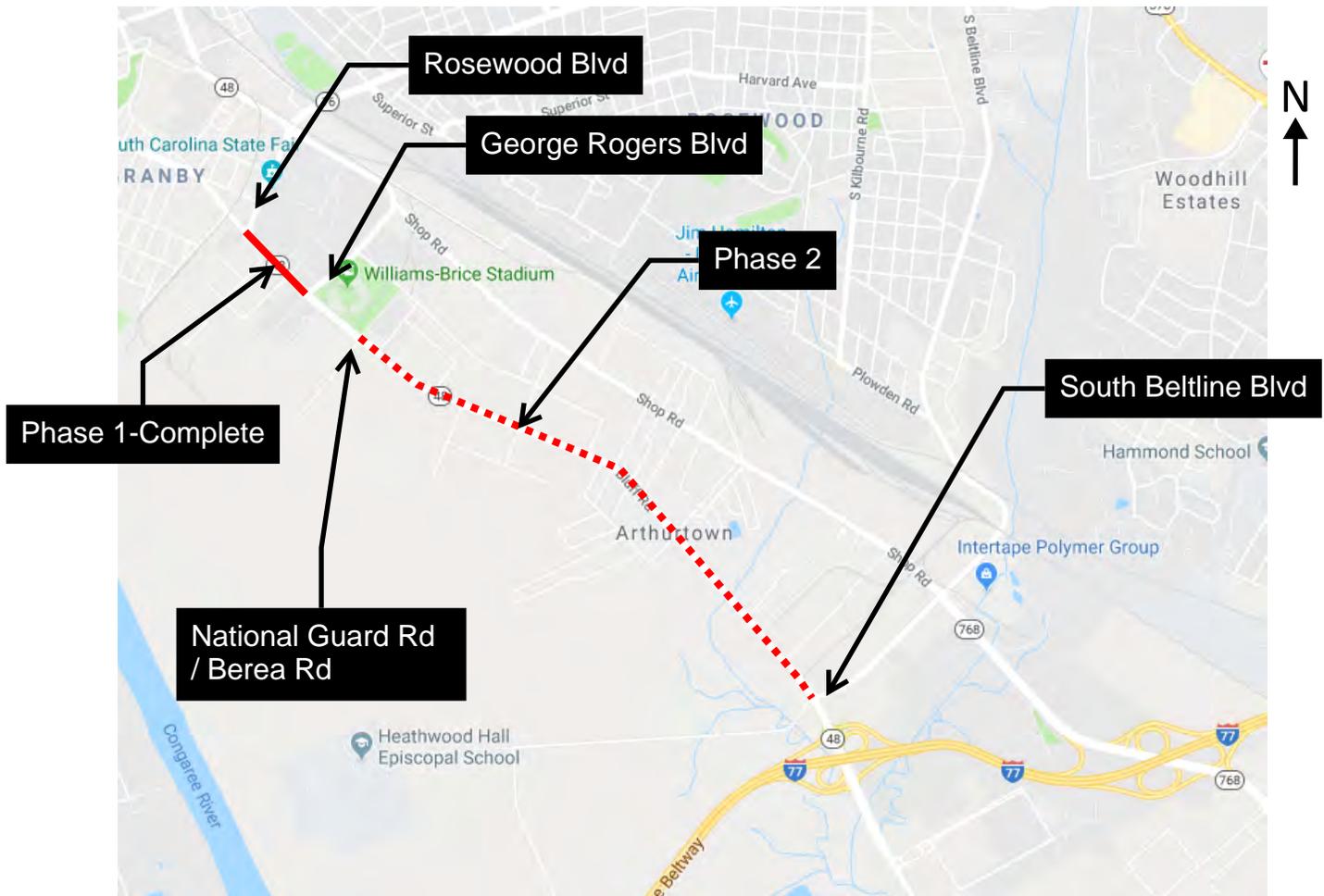
*Per Town of Blythewood, project changed to include (5) priority projects;*

- 1. McNulty St Improvements : 3-lane widening*
- 2. Creech Rd Extension : 3-lane widening / new location*
- 3. Blythewood Rd Widening (I-77 to Main): 5-lane widening*
- 4. Blythewood Rd Widening (Fulmer Rd to Syrup Mill Rd): 5-lane widening*
- 5. Roundabout at Blythewood Rd / Creech Rd / McNulty St*

*Referendum = \$21,000,000*

*Current Estimate = \$21,000,000*

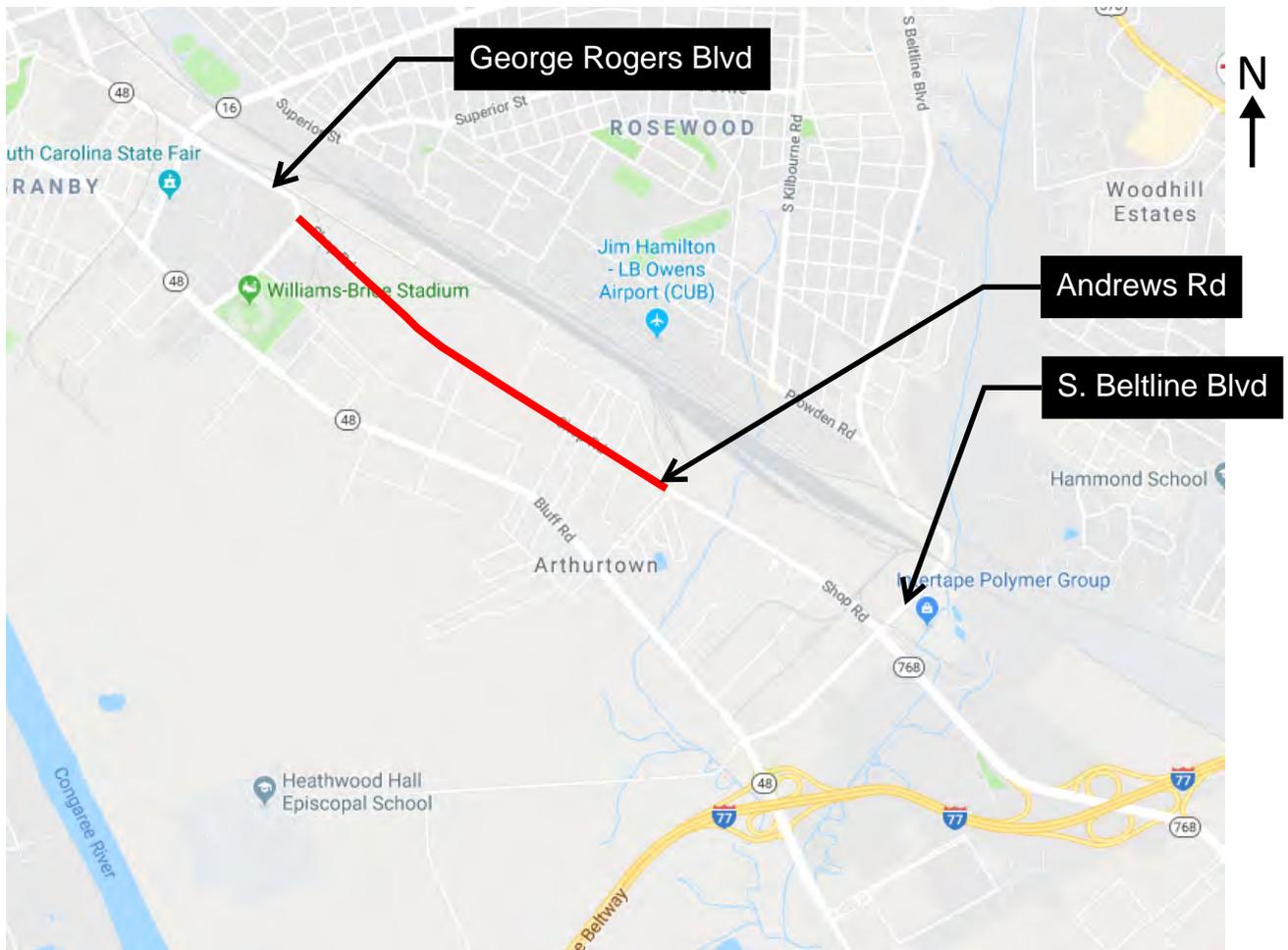
# BLUFF ROAD WIDENING



Options for improvements within referendum: \$8,947,292

*Construct shared-use paths, both sides of roadway, between National Guard Rd and S. Beltline Blvd (no widening)*

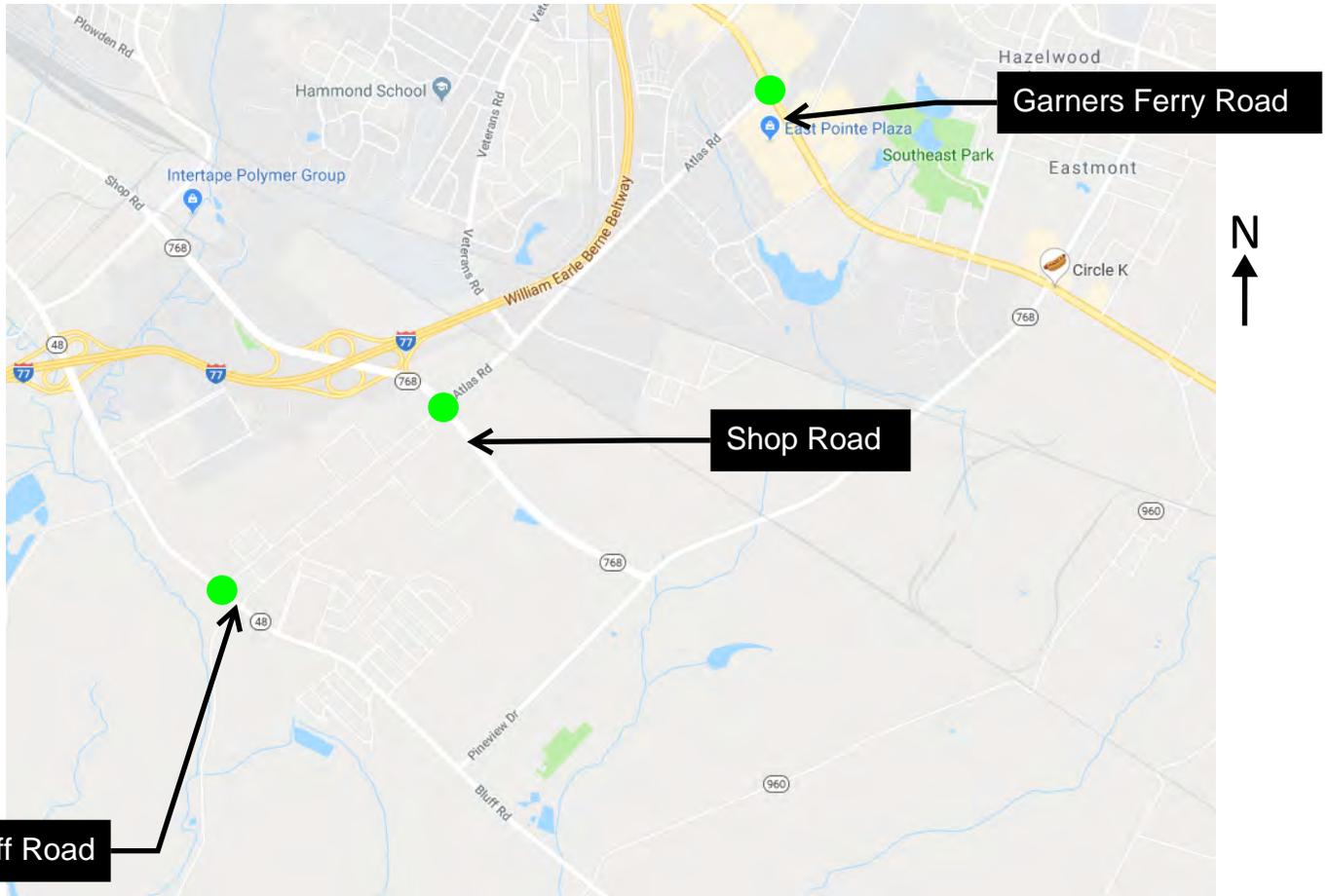
## SHOP ROAD WIDENING



*Options for improvements within referendum: \$33,100,000*

*Construct 5-lane widening between George Rogers Blvd and Andrews Rd*

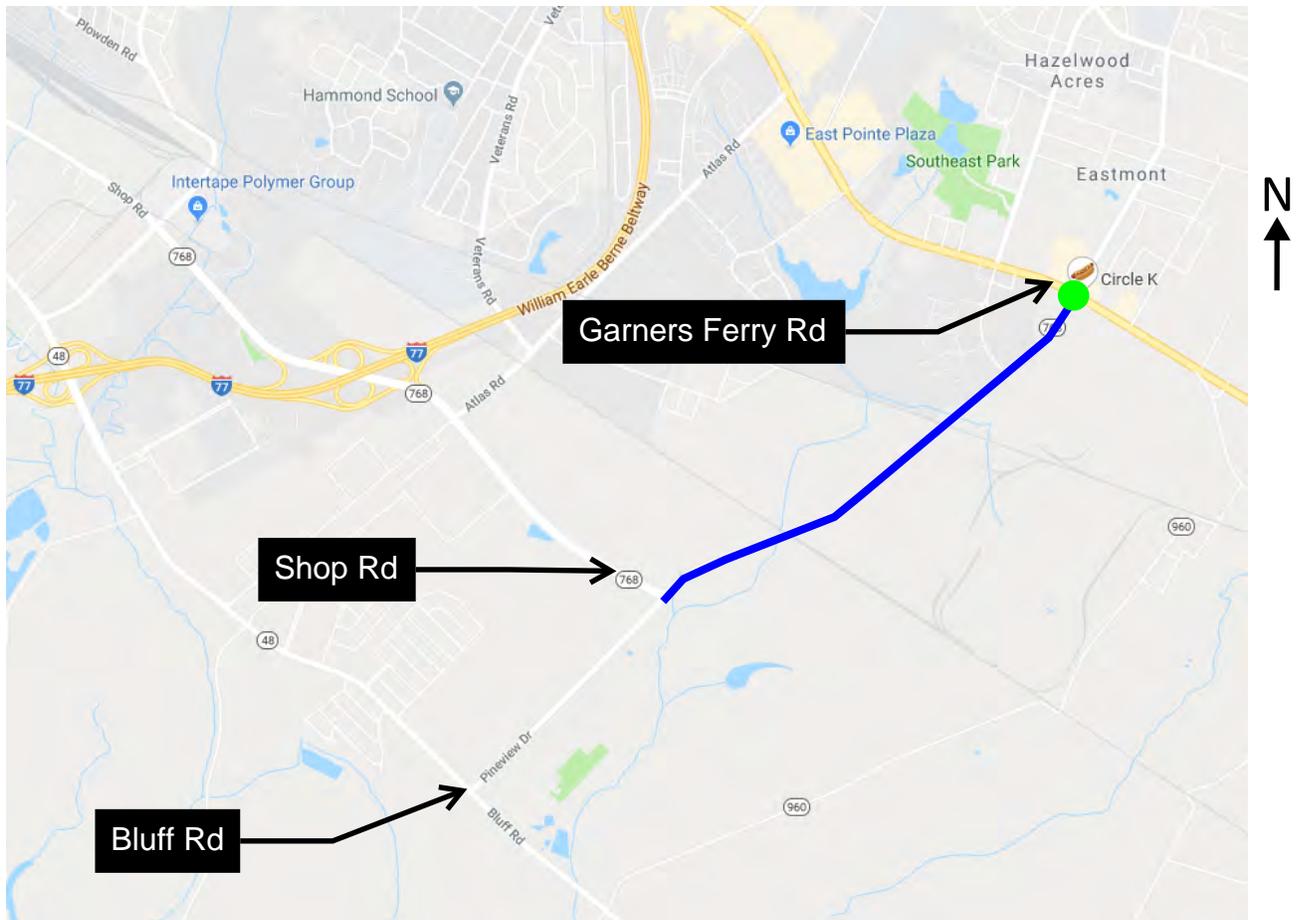
# ATLAS ROAD WIDENING



*Options for improvements within referendum: \$17,600,000*

*Construct intersection improvements at Bluff Rd, Shop Rd & Garners Ferry Rd*

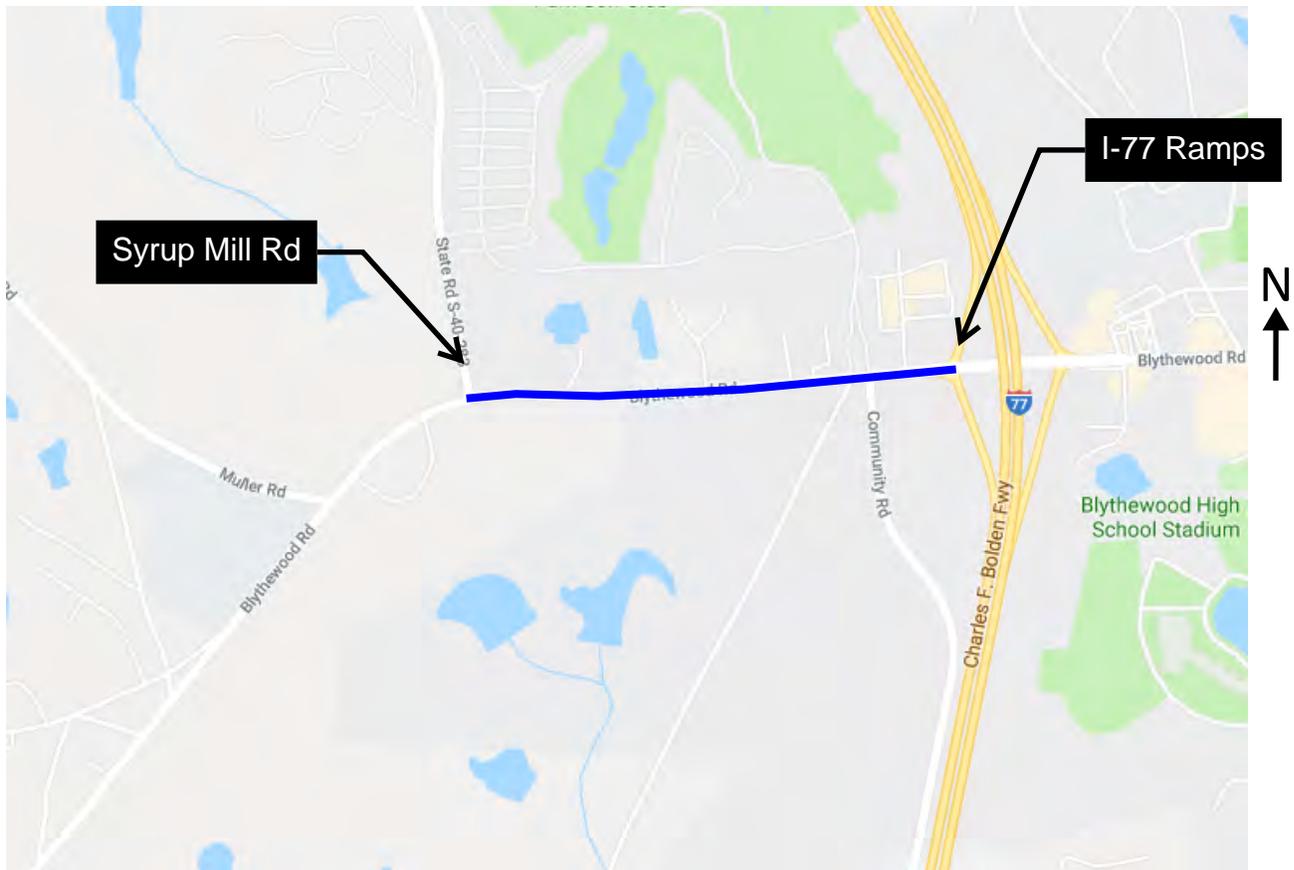
## *PINEVIEW ROAD WIDENING*



*Options for improvements within referendum: \$18,200,000*

*Construct 3-lane widening (instead of 5-lane widening) between Shop Rd and Garners Ferry Rd, including intersection improvements at Garners Ferry Rd*

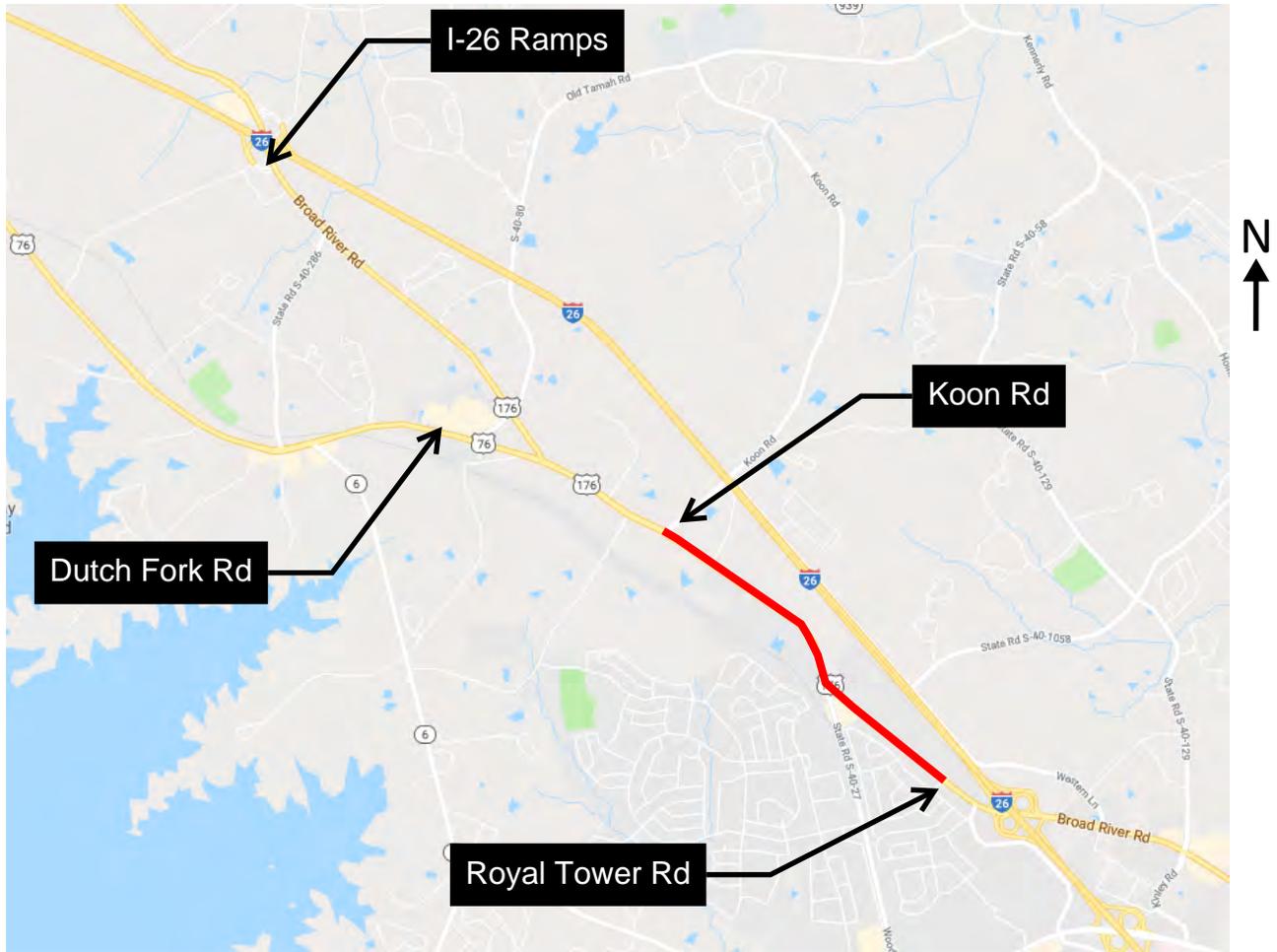
## BLYTHEWOOD ROAD WIDENING



*Options for improvements within referendum: \$8,000,000*

*Construct 3-lane widening (instead of 5-lane widening)  
between Syrup Mill Rd and I-77 Ramps*

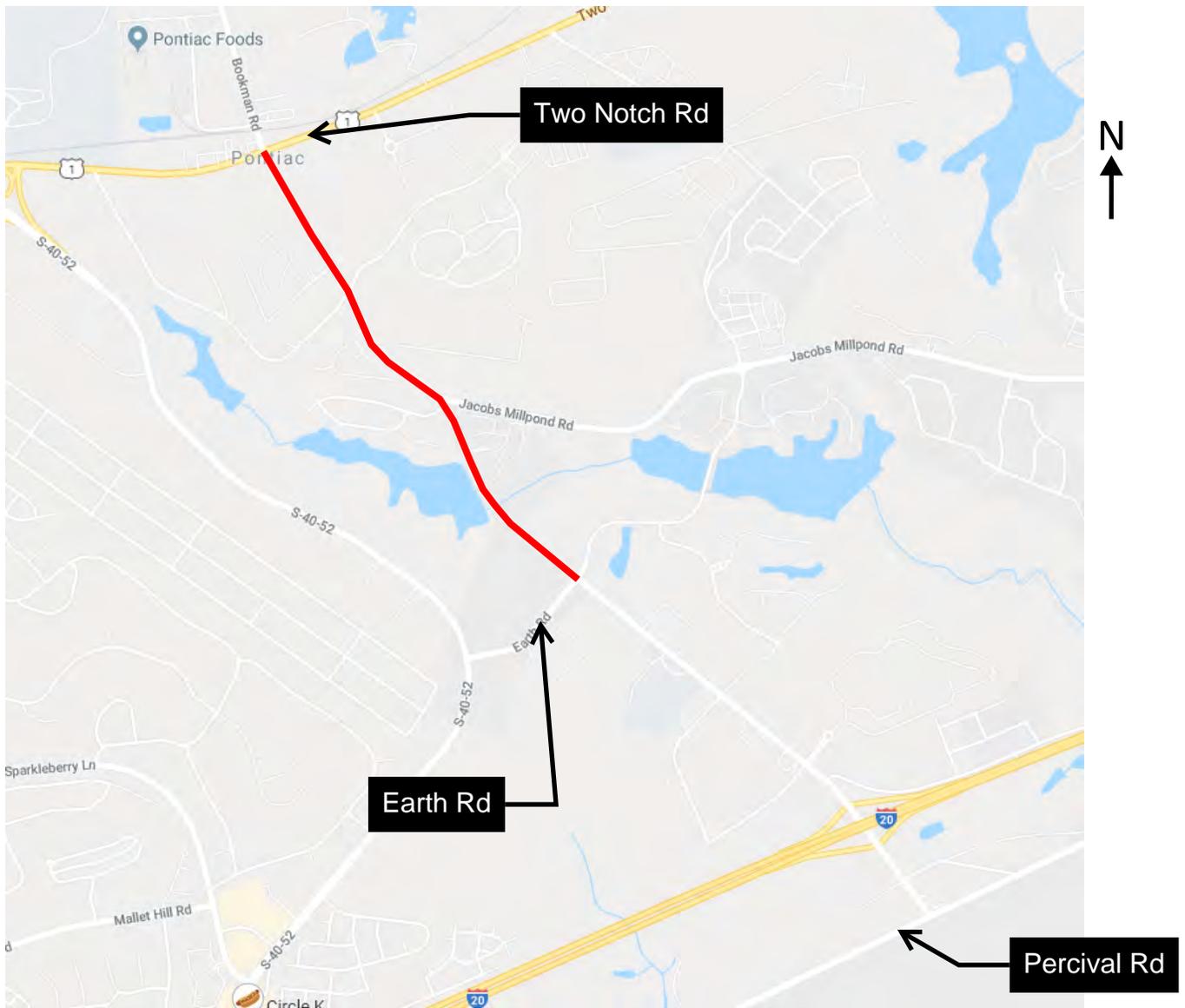
## BROAD RIVER ROAD WIDENING



*Options for improvements within referendum: \$29,000,000*

*Construct 5-lane widening between Royal Tower Rd and Koon Rd*

## *SPEARS CREEK CHURCH ROAD WIDENING*



*Options for improvements within referendum: \$26,600,000*

*Construct 5-lane widening between Two Notch Rd and Earth Rd*

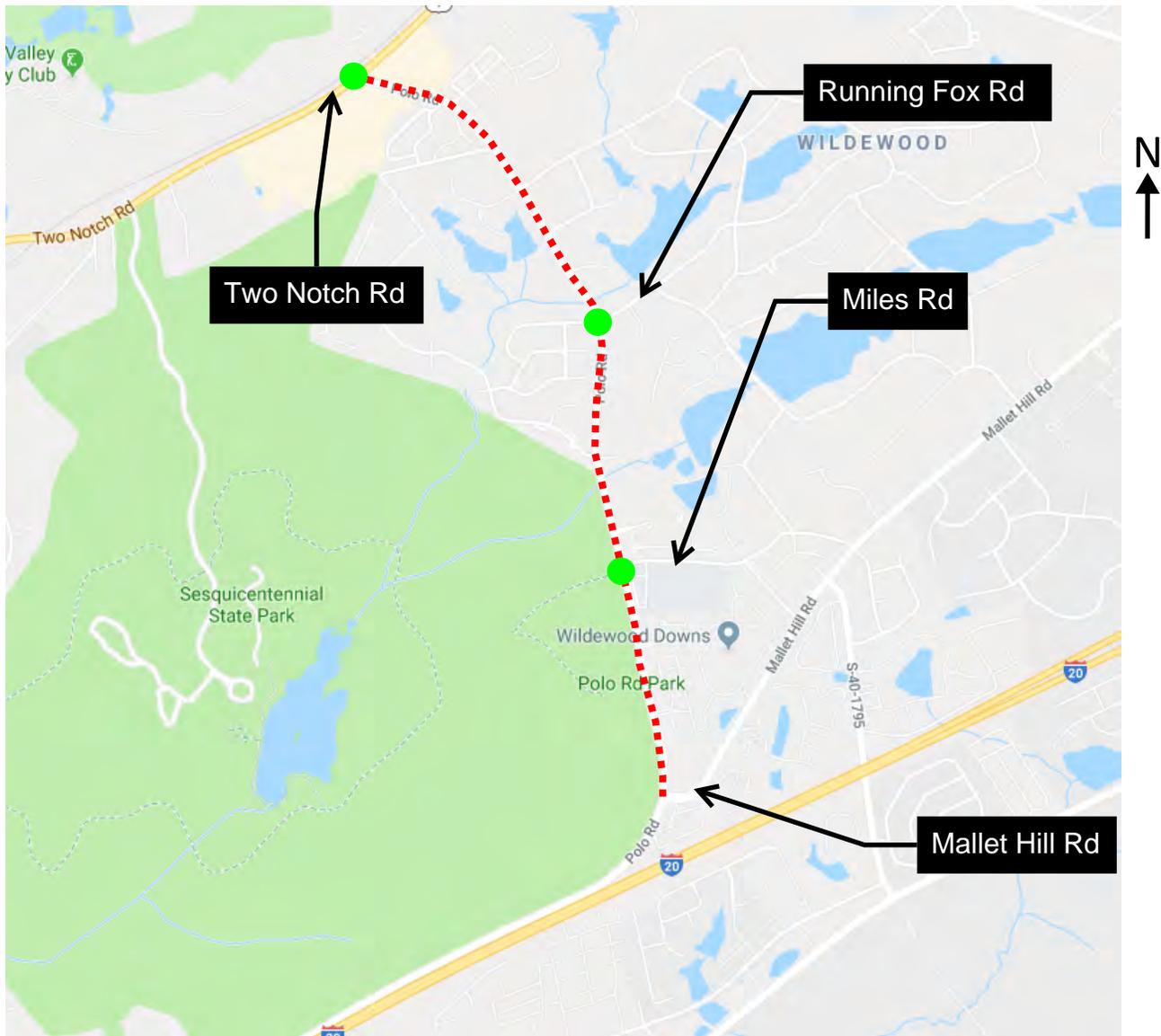
## LOWER RICHLAND BOULEVARD WIDENING



*Options for improvements within referendum: \$6,100,000*

*Construct 5-lane widening between Garners Ferry Rd and Rabbit Run Rd; remove shared-use path from western side of road, retain shared use path on east side*

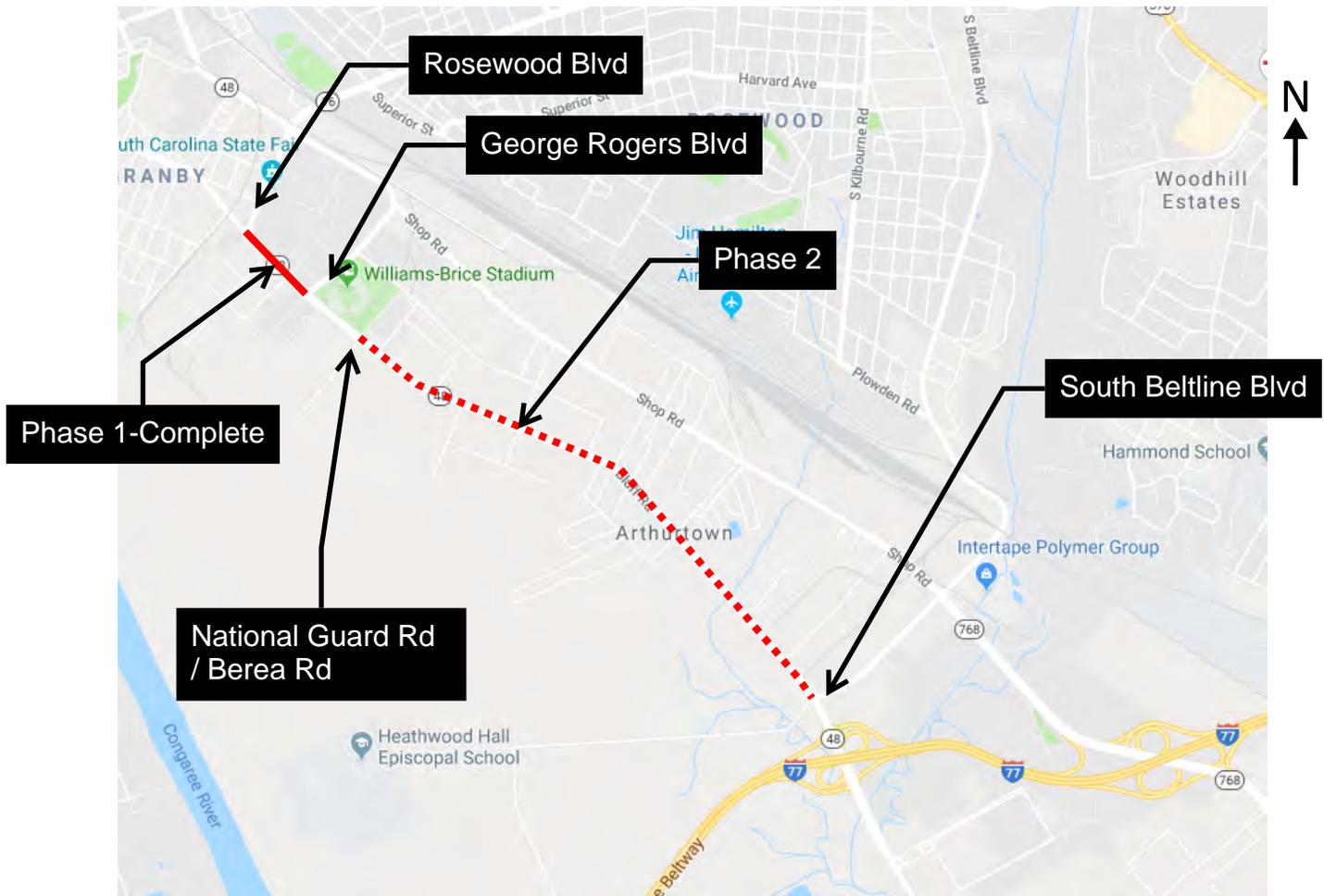
## POLO ROAD WIDENING



*Options for improvements within referendum: \$12,800,000*

*Construct shared-use path along west side of Polo Rd, including intersection improvements at Two Notch Rd, Miles Rd and Running Fox Rd*

# BLUFF ROAD WIDENING

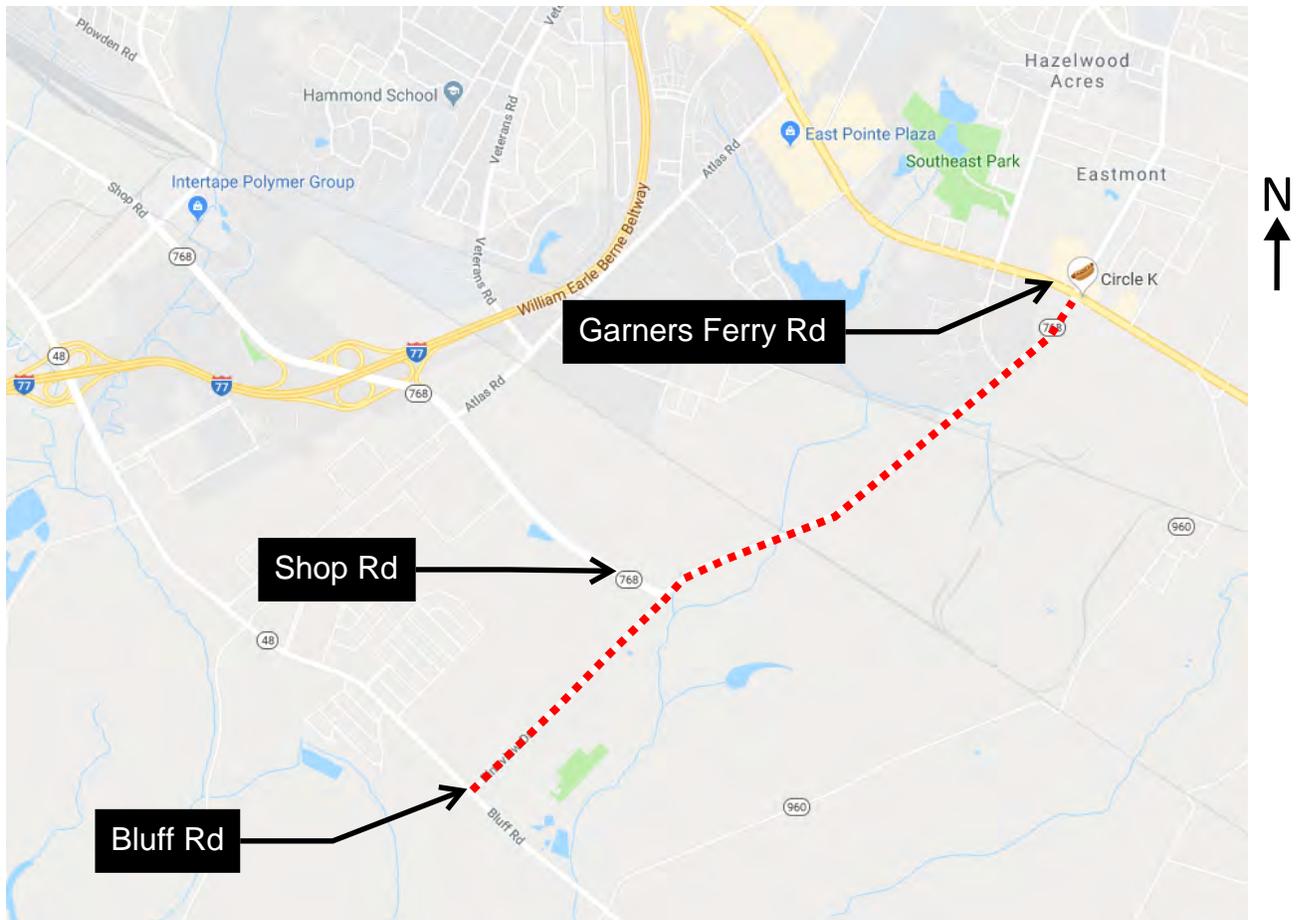


*Recommended improvements (Phase 2)*

*Current Estimate = \$8,696,437*

*Construct shared-use paths, both sides of roadway and resurfacing.*

## PINEVIEW ROAD WIDENING

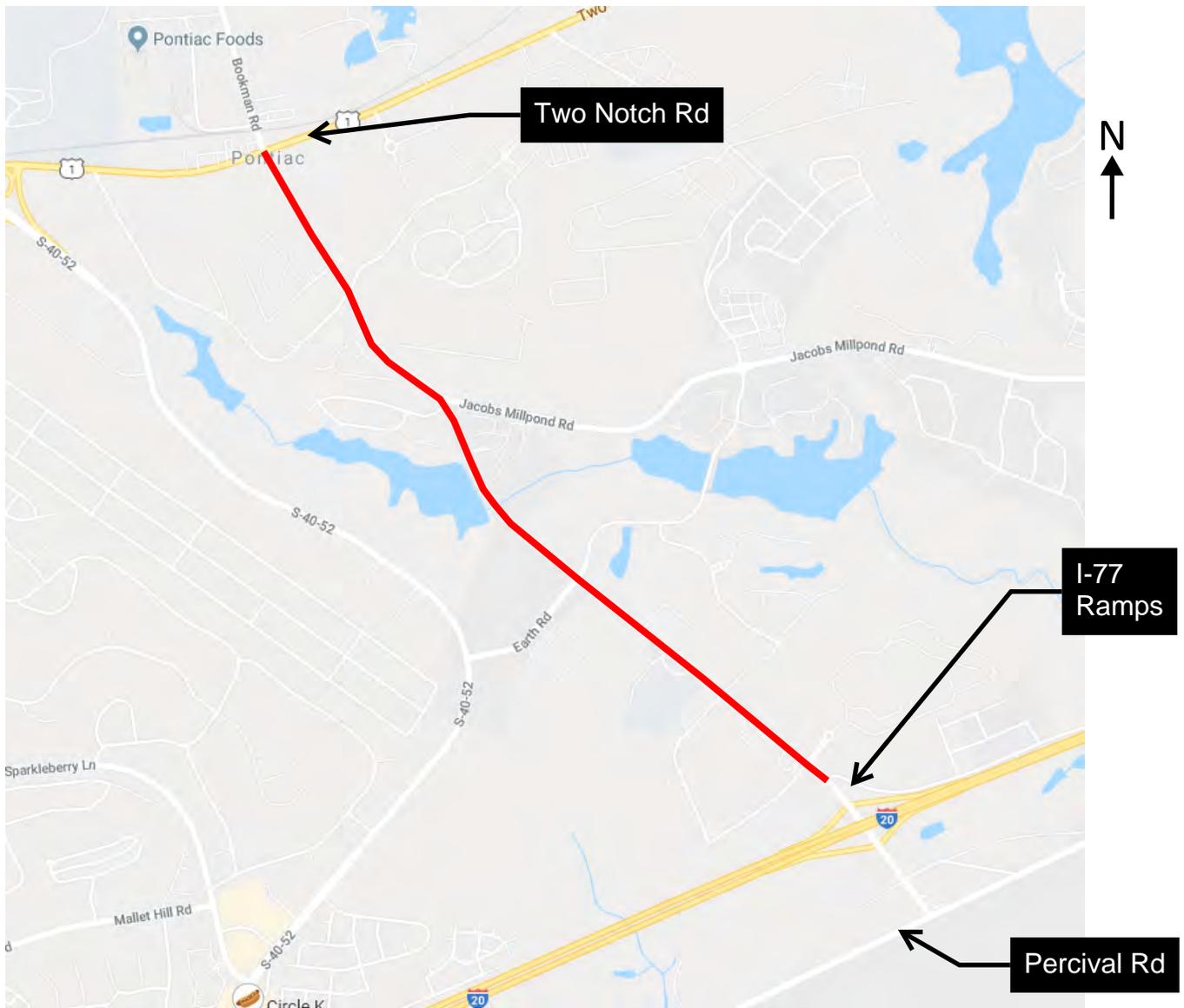


*Recommended improvements*

*Current Estimate = \$8,074,166*

*Construct shared-use paths (EB side between Bluff Rd and Shop Rd, WB side between Shop Rd and Garners Ferry Rd) and resurfacing.*

# *SPEARS CREEK CHURCH ROAD WIDENING*



*Recommended improvements*  
*Current Estimate = \$33,079,141*

*Construct 5-lane widening between Two Notch Rd I-77 Ramps*

**RICHLAND COUNTY  
ADMINISTRATION**

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



Agenda Briefing

**To:** Chairman and the Honorable Members of Council  
**Prepared by:** Michael A. Niermeier  
**Department:** Transportation  
**Date Prepared:** 7/19/2019 **Meeting Date:** 7/18/2019

<b>Legal Review</b>		<b>Date:</b>	
<b>Budget Review</b>		<b>Date:</b>	
<b>Finance Review</b>		<b>Date:</b>	
<b>Other Review:</b>		<b>Date:</b>	
<b>Approved for Council consideration:</b>			

**Subject:** Cash Flow Plan

**Recommended Action:**

Staff recommends approving the cash flow plan as presented

**Motion Requested:**

Move to approve the cash flow plan as shown in attachment 01.

**Request for Council Reconsideration:** Yes

**Fiscal Impact:**

This plan provides a fiscally responsible way ahead based on current projects prioritization, outside funding sources, data from the County’s Financial Advisors, and projected revenue.

**Motion of Origin:**

NA

<b>Council Member</b>	
<b>Meeting</b>	
<b>Date</b>	

**Discussion:**

This plan was originally presented at the June 18, 2019 Transportation Work Session and updated by staff working with the County’s Financial Advisors. Interest earnings and debt amortization are included. This plan will be reviewed annually. Note that Kelly Mill and Commerce Drive are now added back as well as the \$5 Million each for the Bikeway and Sidewalk Programs such that they are both fully funded to their original Referendum amounts.

**Attachments:**

1. Cash Flow Plan

**RICHLAND COUNTY TRANSPORTATION PENNY PROGRAM**

**Project and Cash Flow Plan Summary 2019 to 2028**

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
<b>ROADWAY PROJECTS</b>												
Hardscrabble Road Widening	27,751	710	800	600	-	-	-	-	-	-	-	29,861
Clemson Road Widening	3,270	4,416	6,619	1,593	-	-	-	-	-	-	-	15,898
Leesburg Road Widening	0	2,000	2,000	-	-	-	-	-	-	-	-	4,000
North Main Street Widening	38,962	16,902	6,800	-	-	-	-	-	-	-	-	62,664
Bluff Road Widening Phase 1	9,511	42	-	-	-	-	-	-	-	-	-	9,553
Bluff Road Improvements Phase 2	1,644	207	1,644	5,202	-	-	-	-	-	-	-	8,696
Shop Road Widening	2,088	2,261	4,500	6,471	13,019	11,799	6,324	-	-	-	-	46,462
Atlas Road Widening	5,689	6,034	12,045	15,509	2,643	-	-	-	-	-	-	41,919
Pineview Road Improvements	1,710	213	2,486	3,666	-	-	-	-	-	-	-	8,074
Blythewood Road Widening	845	3,968	5,393	3,142	-	-	-	-	-	-	-	13,349
Broad River Road Widening	1,231	267	2,000	4,510	7,211	12,022	9,639	4,287	-	-	-	41,169
Spears Creek Church Road Widening	8	17	-	570	1,857	5,861	10,744	12,938	1,085	-	-	33,079
Lower Richland Boulevard Widening	11	880	2,034	2,986	797	-	-	-	-	-	-	6,708
Polo Road Widening	102	293	-	-	-	829	2,514	4,109	6,182	1,281	-	15,309
Blythewood Road Alternatives	7	863	3,057	6,071	-	-	-	-	6,513	4,489	-	21,000
<b>TOTAL WIDENING</b>	<b>92,829</b>	<b>39,072</b>	<b>49,377</b>	<b>50,320</b>	<b>25,526</b>	<b>30,512</b>	<b>29,221</b>	<b>21,334</b>	<b>13,780</b>	<b>5,770</b>	<b>-</b>	<b>357,741</b>
Riverbanks Zoo	3,382	-	-	-	-	-	-	-	-	-	-	3,382
Innovista Ph. 1 Greene St	17,862	230	-	-	-	-	-	-	-	-	-	18,092
Innovista Ph. 2 Greene St	3,214	3,988	10,838	9,691	-	-	-	-	-	-	-	27,730
Innovista Ph. 3 Williams St	-	-	-	-	-	-	-	-	-	4,178	-	4,178
Shop Road Extension (Ph. I)	28,783	6,036	-	-	-	-	-	-	-	-	-	34,819
Shop Road Extension (Ph. II)	153	1,228	5,428	7,670	9,692	13,369	2,918	-	-	-	-	40,458
Kelly Mill Rd.	-	-	-	140	770	3,590	-	-	-	-	-	4,500
Commerce Drive Improvements	-	-	-	155	760	4,085	-	-	-	-	-	5,000
Southeast Richland Neighborhood	1,268	1,417	4,011	-	-	-	-	-	-	-	-	6,696
Broad River Neighborhoods	343	1,444	-	-	-	-	-	-	-	-	-	1,787
Decker Boulevard Neighborhood	558	2,155	3,362	-	-	-	-	2,160	4,921	-	-	13,156
Candlewood Neighborhood	523	1,327	-	-	-	-	-	-	-	-	-	1,850
Crane Creek Neighborhood	183	1,135	4,924	-	-	-	-	250	6,517	1,376	-	14,385
Trenholm Acres / Newcastle Neighborhood	67	72	694	1,068	-	-	-	100	3,388	-	-	5,391
Broad River Corridor Neighborhood	2	159	2,065	1,654	-	-	-	2,242	2,992	11,322	-	20,436
<b>TOTAL SPECIAL</b>	<b>56,338</b>	<b>19,191</b>	<b>31,323</b>	<b>20,378</b>	<b>11,221</b>	<b>21,045</b>	<b>2,918</b>	<b>4,751</b>	<b>17,818</b>	<b>16,876</b>	<b>-</b>	<b>201,859</b>
Clemson Rd. and Rhame Rd./North Springs Rd.	3,624	420	-	-	-	-	-	-	-	-	-	4,044
North Springs Rd. and Risdon Way	1,798	143	-	-	-	-	-	-	-	-	-	1,941
Farrow Rd. and Pisgah Church Rd.	1,809	416	-	-	-	-	-	-	-	-	-	2,224
Broad River Rd. and Rushmore Rd.	1,188	28	-	-	-	-	-	-	-	-	-	1,216
Kennerly Rd. and Coogler Rd./Steeple Ridge Rd.	2,504	228	-	-	-	-	-	-	-	-	-	2,732
Summit Pkwy and Summit Ridge Rd.	1,362	63	-	-	-	-	-	-	-	-	-	1,424
Wilson Blvd. and Pisgah Church Rd.	0	(0)	-	-	-	-	-	-	-	-	-	-
Wilson Blvd. and Killian Rd.	0	(0)	-	-	-	-	-	-	-	-	-	-
Clemson Rd. and Sparkleberry Ln.	4,343	357	1,288	4,876	1,691	-	-	-	-	-	-	12,555
Bull St. and Elmwood Ave.	240	917	2,084	-	-	-	-	-	-	-	-	3,241
North Main St. and Monticello Rd.	0	(0)	-	-	-	-	-	-	-	-	-	-
Hardscrabble Rd./ Kelly Mill Rd./Rimer Pond Rd.	0	(0)	-	-	-	-	-	-	-	-	-	(0)
Garners Ferry Rd. and Harmon Rd.	325	223	836	-	-	-	-	-	-	-	-	1,385
North Springs Rd. and Harrington Rd.	301	333	741	-	-	-	-	-	-	-	-	1,374
Screaming Eagle Rd. and Percival Rd.	322	429	2,297	-	-	-	-	-	-	-	-	3,048
<b>TOTAL INTERSECTIONS</b>	<b>17,816</b>	<b>3,555</b>	<b>7,245</b>	<b>4,876</b>	<b>1,691</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35,184</b>

**RICHLAND COUNTY TRANSPORTATION PENNY PROGRAM**

**Project and Cash Flow Plan Summary 2019 to 2028**

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
I-20 / Broad River Rd. Total	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL INTERCHANGE</b>	-	-	-	-	-	-	-	-	-	-	-	-

Local Road Resurfacing Program	16,992	13,939	5,460	-	-	-	-	5,009	-	-	-	41,400
Dirt Road Paving Program	13,304	13,950	10,500	6,000	1,245	-	-	-	-	-	-	45,000
Access Management & Complete Streets Initiative	-	-	-	-	-	-	-	-	-	-	-	-
County-Wide Corridor Improvement Plan	-	-	-	-	-	-	-	-	-	-	-	-
County-Wide Thoroughfare Plan	-	-	-	-	-	-	-	-	-	-	-	-
County-Wide HOV Lane Study	-	-	-	-	-	-	-	-	-	-	-	-
Intelligent Transportation System	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL PROGRAM</b>	<b>30,296</b>	<b>27,890</b>	<b>15,960</b>	<b>6,000</b>	<b>1,245</b>	-	-	<b>5,009</b>	-	-	-	<b>86,400</b>

<b>TOTAL ROADWAY PROJECTS</b>	<b>197,280</b>	<b>89,707</b>	<b>103,906</b>	<b>81,575</b>	<b>39,684</b>	<b>51,556</b>	<b>32,139</b>	<b>31,094</b>	<b>31,598</b>	<b>22,646</b>	-	<b>681,184</b>
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**BIKE PED GREENWAY PROJECTS**

Three Rivers Greenway Extension Ph. 1	5,917	1,985	-	-	-	-	-	-	-	-	-	7,902
Lincoln Tunnel Greenway	1,470	23	-	-	-	-	-	-	-	-	-	1,493
Gills Creek A Greenway	260	908	1,078	-	-	-	-	-	-	-	-	2,246
Smith / Rocky Branch Section C	4	327	570	-	-	-	-	-	-	-	-	901
Gills Creek Section B	-	144	2,642	-	-	-	-	-	-	-	-	2,786
Smith / Rocky Branch Section B	5	357	932	121	-	-	-	-	-	-	-	1,415
Smith / Rocky Branch Section A	2	179	224	26	-	-	-	-	-	-	-	431
Gills Creek North Greenway Section C	1	91	252	-	-	-	-	-	-	-	-	345
Crane Creek Section A	33	246	624	639	-	-	-	-	-	-	-	1,542
Crane Creek Section B	2	116	171	171	-	-	-	-	-	-	-	460
Columbia Mall Greenway	2	76	316	255	-	-	-	-	-	-	-	648
Polo Road/ Windsor Lake Boulevard Connector	1	112	158	115	-	-	-	-	-	-	-	386
Woodbury / Old Leesburg Connector	1	22	57	37	-	-	-	-	-	-	-	116
Crane Creek Section C (Crane Forest)	2	89	420	283	-	-	-	-	-	-	-	794
Dutchman Boulevard Connector	0	13	57	35	-	-	-	-	-	-	-	105
<b>TOTAL GREENWAY</b>	<b>7,699</b>	<b>4,689</b>	<b>7,500</b>	<b>1,682</b>	-	-	-	-	-	-	-	<b>21,571</b>

Pedestrian Intersection Upgrades Program	131	1,027	-	-	-	-	-	-	-	-	-	1,158
<b>TOTAL INTERSECTION UPGRADES</b>	<b>131</b>	<b>1,027</b>	-	-	-	-	-	-	-	-	-	<b>1,158</b>

Sidewalk Package S1	128	1	-	-	-	-	-	-	-	-	-	129
Sidewalk Package S2	185	0	-	-	-	-	-	-	-	-	-	185
Sidewalk Package S3	291	3	-	-	-	-	-	-	-	-	-	294
Sidewalk Package S4	88	0	-	-	-	-	-	-	-	-	-	89
Sidewalk Package S5	134	1	-	-	-	-	-	-	-	-	-	135
Sidewalk Package S6	123	713	-	-	-	-	-	-	-	-	-	836
Sidewalk Package S7	178	53	-	-	-	-	-	-	-	-	-	230
Sidewalk Package S8	31	96	-	-	-	-	-	-	-	-	-	127
Sidewalk Package S9	14	264	-	-	-	-	-	-	-	-	-	278
2015 OET Sidewalks	847	477	-	-	-	-	-	-	-	-	-	1,324
Alpine Road Sidewalk	37	877	2,185	618	-	-	-	-	-	-	-	3,717
Harrison Road Sidewalk	200	508	952	-	-	-	-	-	-	-	-	1,660
Sidewalk Package S10	20	390	-	-	-	-	-	-	-	-	-	410
Percival Road Sidewalk	262	196	2,024	-	-	-	-	-	-	-	-	2,482
Polo Road Sidewalk	340	707	1,601	-	-	-	-	-	-	-	-	2,649
Sunset Sidewalk	233	221	987	851	-	-	-	-	-	-	-	2,294

**RICHLAND COUNTY TRANSPORTATION PENNY PROGRAM**

**Project and Cash Flow Plan Summary 2019 to 2028**

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTAL
TIC - Capers Sidewalk	73	48	-	-	-	-	-	-	-	-	-	122
Remainder Sidewalk Program	213	2	-	-	-	-	232	766	2,100	4,346	2,310	9,967
<b>TOTAL SIDEWALK</b>	<b>3,399</b>	<b>4,556</b>	<b>7,750</b>	<b>1,469</b>	<b>-</b>	<b>-</b>	<b>232</b>	<b>766</b>	<b>2,100</b>	<b>4,346</b>	<b>2,310</b>	<b>26,926</b>
Bikeway Program	92	33	-	-	-	-	-	2,962	5,168	8,650	5,104	22,009
<b>TOTAL BIKEWAY</b>	<b>92</b>	<b>33</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,962</b>	<b>5,168</b>	<b>8,650</b>	<b>5,104</b>	<b>22,009</b>
<b>TOTAL BIKE PED GREENWAY PROJECTS</b>	<b>11,322</b>	<b>10,305</b>	<b>15,250</b>	<b>3,151</b>	<b>-</b>	<b>-</b>	<b>232</b>	<b>3,728</b>	<b>7,268</b>	<b>12,995</b>	<b>7,413</b>	<b>71,664</b>
<b>TOTAL PROJECT USES OF FUNDS</b>	<b>208,601</b>	<b>100,012</b>	<b>119,156</b>	<b>84,430</b>	<b>38,155</b>	<b>43,881</b>	<b>32,371</b>	<b>34,822</b>	<b>38,866</b>	<b>35,641</b>	<b>-</b>	<b>735,934</b>
<b>ADMINISTRATION</b>												
LNTF	2,168	-	-	-	-	-	-	-	-	-	-	2,168
Richland County	2,868	1,574	2,500	2,525	2,550	2,576	2,602	2,628	2,654	2,680	2,707	27,863
Richland County OSBO	1,052	(1,052)	-	-	-	-	-	-	-	-	-	0
Richland PDT	5,668	(3,000)	-	-	-	-	-	-	-	-	-	2,668
<b>TOTAL ADMINISTRATION</b>	<b>11,756</b>	<b>(2,478)</b>	<b>2,500</b>	<b>2,525</b>	<b>2,550</b>	<b>2,576</b>	<b>2,602</b>	<b>2,628</b>	<b>2,654</b>	<b>2,680</b>	<b>2,707</b>	<b>32,699</b>
<b>OTHER USES OF FUNDS</b>												
MITIGATION BANK	14,134	-	-	-	(10,044)	-	-	-	-	-	-	4,089
<b>TOTAL OTHER USES OF FUNDS</b>	<b>14,134</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(10,044)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,089</b>
<b>TOTAL ALL USES OF FUNDS</b>	<b>234,491</b>	<b>97,534</b>	<b>121,656</b>	<b>86,955</b>	<b>30,660</b>	<b>46,457</b>	<b>34,972</b>	<b>37,449</b>	<b>41,520</b>	<b>38,321</b>	<b>2,707</b>	<b>772,723</b>
<b>ADDITIONAL FUNDS FOR PROJECTS</b>												
Utility Reimbursements (REMOVED)	-	-	-	-	-	-	-	-	-	-	-	-
Shop Road Ext. Ph. 1 - Richland Co. Economic	-	3,477	-	-	-	-	-	-	-	-	-	3,477
Resurfacing Program - CTC	1,400	-	-	-	-	-	-	-	-	-	-	1,400
Lincoln Tunnel Greenway PRTM Grant	99	-	-	-	-	-	-	-	-	-	-	99
Lincoln Tunnel Greenway - City of Columbia	225	-	-	-	-	-	-	-	-	-	-	225
Alpine Road Shared-Use Path Federal	-	803	-	-	-	-	-	-	-	-	-	803
Percival Road Sidewalk (CTC)	-	-	1,811	-	-	-	-	-	-	-	-	1,811
Broad River Neighborhood TAP Grant	-	-	180	-	-	-	-	-	-	-	-	180
Decker Boulevard Neighborhood	-	-	813	-	-	-	-	-	-	-	-	813
Clemson Road Widening (Shared Use Path) TAP	-	180	-	-	-	-	-	-	-	-	-	180
Alpine Road Shared-Use Path TAP Grant	-	-	180	-	-	-	-	-	-	-	-	180
Bluff Rd Widening Ph 1 (\$1M Federal, \$800K)	330	1,470	-	-	-	-	-	-	-	-	-	1,800
Clemson Road Widening (Federal Safety Funds)	-	-	800	-	-	-	-	-	-	-	-	800
North Main Street Widening (Tiger)	8,350	5,978	2,329	-	-	-	-	-	-	-	-	16,657
North Main Street Widening (Earmark)	-	-	1,310	-	-	-	-	-	-	-	-	1,310
North Main St Widening (City)	5,785	-	3,512	-	-	-	-	-	-	-	-	9,297
<b>TOTAL ADDITIONAL FUNDS</b>	<b>16,188</b>	<b>11,908</b>	<b>10,936</b>	<b>-</b>	<b>39,031</b>							
SALES TAX PROCEEDS	320,359	69,260	71,209	74,100	77,109	80,240	83,498	86,888	90,416	94,088	22,832	1,070,000
ADDITIONAL FUNDING (OUTSIDE SOURCES)	16,188	11,908	10,936	-	-	-	-	-	-	-	-	39,031
BOND REVENUE	-	175,000	-	-	-	-	-	-	-	-	-	175,000
CMRTA	(94,613)	(19,483)	(20,031)	(20,844)	(21,691)	(22,572)	(23,488)	(24,442)	(25,434)	(26,467)	(1,926)	(300,991)
DEBT SERVICE	(305)	-	(3,136)	(19,395)	(19,700)	(23,703)	(25,750)	(25,730)	(25,711)	(25,696)	(24,278)	(193,404)
<b>TOTAL AVAILABLE FUNDS</b>	<b>241,628</b>	<b>236,685</b>	<b>58,978</b>	<b>33,861</b>	<b>35,718</b>	<b>33,965</b>	<b>34,260</b>	<b>36,716</b>	<b>39,271</b>	<b>41,925</b>	<b>(3,372)</b>	<b>789,636</b>
<b>USES OF FUNDS</b>	<b>(234,491)</b>	<b>(97,734)</b>	<b>(123,156)</b>	<b>(92,761)</b>	<b>(37,001)</b>	<b>(51,749)</b>	<b>(29,620)</b>	<b>(33,162)</b>	<b>(41,520)</b>	<b>(38,321)</b>	<b>(10,120)</b>	<b>(789,636)</b>
<b>CAROVER FUNDS</b>	<b>7,138</b>	<b>7,138</b>	<b>146,088</b>	<b>81,910</b>	<b>23,010</b>	<b>21,727</b>	<b>3,943</b>	<b>8,583</b>	<b>12,138</b>	<b>9,889</b>	<b>13,492</b>	<b>0</b>
<b>CASH BALANCE</b>	<b>7,138</b>	<b>146,088</b>	<b>81,910</b>	<b>23,010</b>	<b>21,727</b>	<b>3,943</b>	<b>8,583</b>	<b>12,138</b>	<b>9,889</b>	<b>13,492</b>	<b>0</b>	<b>-</b>