



Richland County Transportation Ad Hoc Committee

October 26, 2021 - 4:00 PM

Council Chambers

2020 Hampton Street, Columbia, SC 29201

1. **CALL TO ORDER**

The Honorable Overture Walker

2. **APPROVAL OF MINUTES**

The Honorable Overture Walker

a. Regular Session: September 28 2021 [PAGES 2-6]

3. **ADOPTION OF AGENDA**

The Honorable Overture Walker

4. **ITEMS FOR ACTION**

The Honorable Overture Walker

a. Three Rivers Greenway Ph. 2 Funding [PAGES 7-14]

5. **ADJOURNMENT**



Transportation Ad Hoc Committee
September 28, 2021 –4:00 PM
Zoom Meeting
2020 Hampton Street, Columbia, SC 29201

COMMITTEE MEMBERS PRESENT: Overture Walker, Chair, Bill Malinowski, Yvonne McBride and Jesica Mackey

OTHERS PRESENT: Chakisse Newton, Derrek Pugh, Michelle Onley, Leonardo Brown, Lori Thomas, John Thompson, Michael Maloney, Allison Steele, Tamar Black, Justin Landy, Kyle Holsclaw, Aric Jensen, Ashiya Myers, Jennifer Wladischkin, Randy Pruitt, Stacey Hamm, Elizabeth McLean, Nathaniel Miller, Quinton Epps and Angela Weathersby

1. **CALL TO ORDER** – Mr. O. Walker called the meeting to order at approximately 4:00 PM.

2. **APPROVAL OF MINUTES**

- a. **Regular Session: June 22nd, 2021:** Ms. McBride moved, second by Mr. O. Walker, to approve the minutes as distributed.

In Favor: Malinowski, McBride and O. Walker

Not Present: Livingston and Mackey

The vote in favor was unanimous.

3. **PRESENTATION** – The Honorable Barry Walker, Mayor of Irmo, spoke regarding the Broad River Road Widening Project.

4. **ADOPTION OF AGENDA** – Ms. McBride moved, seconded by Ms. Mackey, to adopt the agenda as published.

In Favor: Malinowski, McBride, O. Walker and Mackey

Not Present: Livingston

The vote in favor was unanimous.

5. **ITEMS FOR ACTION**

- a. **Clemson Rd. Sidewalk Phase 1 Contingency** – Mr. Maloney stated staff is requesting an additional 10% contingency in the amount of \$26,990, which will bring the project to \$323,880. He noted the project was designed by the PDT, and they have encountered issues with utilities that needed to be adjusted, manholes, and American with Disabilities Acts compliance led to the requested change order. Had these issues been identified by the engineer in the beginning, the price would have been included in the bid.

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Ms. McBride inquired if the project exceeded the 10% contingency plan.

Mr. Maloney responded in the affirmative.

Ms. McBride inquired if the unforeseen items is the reason they are going to a 20% contingency.

Mr. Maloney responded in the affirmative.

Mr. Malinowski noted the first contingency did not cover the project, so will the additional contingency suffice. He noted one of the unidentified issues was traffic signal junction boxes in the path of the sidewalks. He inquired how those were not identified in the plans for relocation.

Mr. Maloney responded the plans were made before his time, and were designed by PDT. He does not know why they were missed. He noted his staff has looked at the project, along with the contractor, and he has confidence in his staff and the people working on the project.

Mr. Malinowski inquired if the sidewalks could be constructed around the boxes to eliminate the need for relocation.

Mr. Maloney responded it would require purchasing right-of-ways, cause further delays and additional costs.

Mr. Malinowski inquired about the retaining wall requiring an additional 200 ft.

Mr. Maloney responded the design did not have ample retaining wall length to taper out the grades.

Mr. Malinowski inquired how the quantity of concrete was deemed insufficient. He inquired if the contractors gave them the wrong information.

Mr. Maloney responded the design was done by the PDT in 2017.

Mr. Malinowski noted the SCDOT required one of their approved contractors perform the work on the junction boxes. He inquired if the County has relocated junction boxes in the past, and if that was a requirement.

Ms. Steele responded it was not a standard junction box. SCDOT has a pre-qualified list of vendors they allow to do work on their traffic signals. The County's contractor is required to hire a subcontractor that is on SCDOT pre-qualified list.

Ms. McBride inquired if the sidewalk is in a community with houses and mailboxes.

Mr. Maloney responded it is not.

Ms. McBride moved, seconded by Ms. Mackey, to approve an additional 10% contingency amount for this project. This will be an additional \$26,990, bringing the total contract amount to \$323,880.

In Favor: McBride, O. Walker and Mackey

Opposed: Malinowski

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Not Present: Livingston

The vote in favor passed.

- b. **Dirt Rd Package L** – Mr. Maloney stated Dirt Road Package L is .71 miles in District 11. The package includes Dogwood Shores Lane, Lake Dogwood Circle and Wider Road. He noted staff recommends Palmetto Sitework Services in the amount of \$584,681.99

Mr. O Walker inquired if the recommended contractor is based in Richland County.

Mr. Maloney responded in the affirmative.

Mr. O. Walker noted Council previously stated quality is a big factor and they are not always moved by the lowest bidder. He inquired about the disparity in the bid from Palmetto Sitework Services and the other contractors.

Mr. Maloney responded he was not able to comment on the disparity of the bids. He noted Public Works contracts are usually awarded to the lowest bidder unless there are reasons to disqualify them.

Ms. McBride inquired if this project is using Transportation Penny funds.

Ms. Maloney responded in the affirmative.

Ms. McBride noted normally there is a 10% contingency, but this project has a 15% contingency. She inquired if in the future they should expect 15% contingency plans.

Mr. Maloney responded that would be their recommendation.

Ms. McBride moved, seconded by Ms. Mackey, to approve the award of Dirt Road Package L to Palmetto Sitework Services in the amount of \$584,681.99, with a 15% contingency of \$87,702.29 for a total amount of \$672,384.28.

In Favor: Malinowski, McBride, O. Walker and Mackey

Not Present: Livingston

The vote in favor was unanimous.

Lower Richland Rescope – Mr. Maloney stated staff recommends rescoping the Lower Richland Boulevard Widening Project based on Alternative 3. He noted this is the last outstanding project that was awaiting the engineer's study. Alternative 3 is not exceed \$8.2M for the project. It will include widening the road to 5 lanes between Garners Ferry and the Sheriff's Substation, and 3 lanes between the Substation and Rabbit Run.

Ms. McBride inquired if all safety concerns were considered when deciding on which alternative to choose.

Mr. Maloney responded in the affirmative.

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Mr. Malinowski inquired about the cost difference between a roundabout and a regular intersection.

Mr. Maloney responded, in this case, it is \$100,000 less for a roundabout.

Mr. Malinowski noted, at the June 22nd meeting, there were questions posed regarding the projects that were de-scoped. In addition, it was requested they be reevaluated, so the projects could be done closer to the referendum amount. It was pointed out this project was ranked 14th out of the 17 projects.

Mr. Maloney responded, at the July meeting, Council approve the re-scoping.

Ms. Steele responded Public Works submitted a re-scoping plan in July, which included all the de-scoped projects, with the exception of this one. Council approved re-scoping Screaming Eagle/Percival Intersection Project, Broad River Road Widening Project and Shop Road Widening Project.

Mr. Malinowski inquired what the re-scoping entailed for those projects.

Ms. Steele responded Screaming Eagle/Percival Intersection Project was de-scoped to remove turning lanes off of Percival Road, and re-scoped to add the turning lanes back in. Broad River Road Widening was re-scoped to do the full 5-lane widening, and add some bike lanes and sidewalks. Shop Road was re-scoped to widening it to 5 lanes.

Ms. Mackey inquired if there is a 10% contingency in the price.

Mr. Maloney responded in the affirmative.

Ms. Mackey moved, seconded by Ms. McBride, to approve staff's recommendation to re-scope Lower Richland Boulevard Widening Project, based on Alternative 3, not to exceed \$8.2M.

In Favor: Malinowski, McBride, O. Walker and Mackey

Not Present: Livingston

The vote in favor was unanimous

- c. **Mitigation Credit Sales – Encompass Health Rehabilitation Hospital** – Mr. Maloney stated this is the sale of 4.9 wetland mitigation credits, at \$20,000 per credit, yielding \$107,882.35. The County would return \$92,136.47 to the Transportation Penny account.

Mr. Malinowski inquired when the buyer get the Army Corps of Engineers approval.

Mr. Maloney responded he does not believe they have it. This is a part of the approval process.

Ms. McBride moved, seconded by Mr. Malinowski, to approve the mitigation credit sales.

In Favor: Malinowski, McBride, O. Walker and Mackey.

Not Present: Mr. Livingston

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The vote in favor was unanimous.

6. **ADJOURNMENT** – The meeting adjourned at approximately 4:34PM.

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September 28, 2021**

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**RICHLAND COUNTY
ADMINISTRATION**

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



Agenda Briefing

Prepared by:	Michael Maloney, PE		Title:	Interim Director
Department:	Transportation	Division:		
Date Prepared:	October 11, 2021	Meeting Date:	October 26, 2021	
Legal Review	Elizabeth McLean via email		Date:	October 19, 2021
Budget Review	James Hayes via email		Date:	October 19, 2021
Finance Review	Stacey Hamm via email		Date:	October 19, 2021
Approved for consideration:	Assistant County Administrator	John M. Thompson, Ph.D., MBA, CPM, SCCEM		
Committee	Transportation Ad Hoc			
Subject:	Three Rivers Greenway Ph. 2 Funding			

STAFF’S RECOMMENDED ACTION:

There is no staff recommendation.

Request for Council Reconsideration: Yes

FIDUCIARY:

Are funds allocated in the department’s current fiscal year budget?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
If no, is a budget amendment necessary?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No

ADDITIONAL FISCAL/BUDGETARY MATTERS TO CONSIDER:

This funding will come from the \$3,381,214.55 in unencumbered funds that will roll from FY21 into FY22 for the SCDOT-disapproved bikeways. (JLs 13330301, 13330309, 13330311, 13330312, 13330323, 13330327, 13330332, 13330336, 13330337, 13330342, 13330345, 13330347, 13330349, 13330350, 13330355, 13330372)

COUNTY ATTORNEY’S OFFICE FEEDBACK/POSSIBLE AREA(S) OF LEGAL EXPOSURE:

The County Attorney’s Office does not have any comment on the request; however, it will need to be involved in the drafting/review of any agreements.

REGULATORY COMPLIANCE:

None applicable.

MOTION OF ORIGIN:

There is no associated Council motion of origin.

Council Member	
Meeting	
Date	

STRATEGIC & GENERATIVE DISCUSSION:

At the start of the program, the Three Rivers Greenway project was broken into two sections. Section A was called out to run from I-26, along Saluda River, then across Broad River. Section B was called out to run along the Broad River from Granby Park to Riverfront Park.

Section A was further broken down into two phases. Phase 1, which is nearing completion, runs from I-26 to the conversion of the Saluda and Broad Rivers. Phase 2 is proposed to pick up at this conversion, run north along and then across Broad River to tie into the Riverfront Walkway.

The referendum assigned \$7,902,242 to the Three Rivers Greenway project. Once construction of phase 1 of Section A is finished, it is anticipated that all of the referendum amount will be expended.

The River Alliance has reached out to staff with a proposal to get Section A phase 2 completed. The Boyd Family Foundation, at their own expense, has already installed a bridge from the end of Section A phase 1 over to the Boyd island for public use. The Boyd Family Foundation has now committed to contributing \$3.6M to Section A phase 2 to install a bridge across the Broad River if the County will commit to installing the greenway from the end of phase 1 up to the beginning of the proposed bridge. The anticipated cost of construction for the land portion of greenway is \$2.2M. Attachment 2 is the original funding request. After receiving this request, staff met with the River Alliance and updated the project cost estimate based on current boardwalk and bridge costs. Attachment 5 is the updated final funding request letter from the River Alliance.

As part of the request, the River Alliance has committed to managing the design and permitting of the entire Phase 2 project, and these design\permitting costs will be funded by the Boyd Family Foundation. Once the land portion of the design is completed and permitted it will be turned over to the County to solicit bids. Then the County will take over construction management of the land portion of the greenway. The River Alliance will solicit bids and perform construction management of the bridge.

Because there will not be any funds remaining in the Three Rivers Greenway budget, staff has reviewed the bikeway category due to many of these projects being removed after being denied by SCDOT. SCDOT has denied the installation of 18 bikeways, and there is 1 bikeway that cannot be built due to being on a very short dead-end road without a connection to any other bikeway system. The dollar amount associated with these 19 bikeways is approximately \$3.7M.

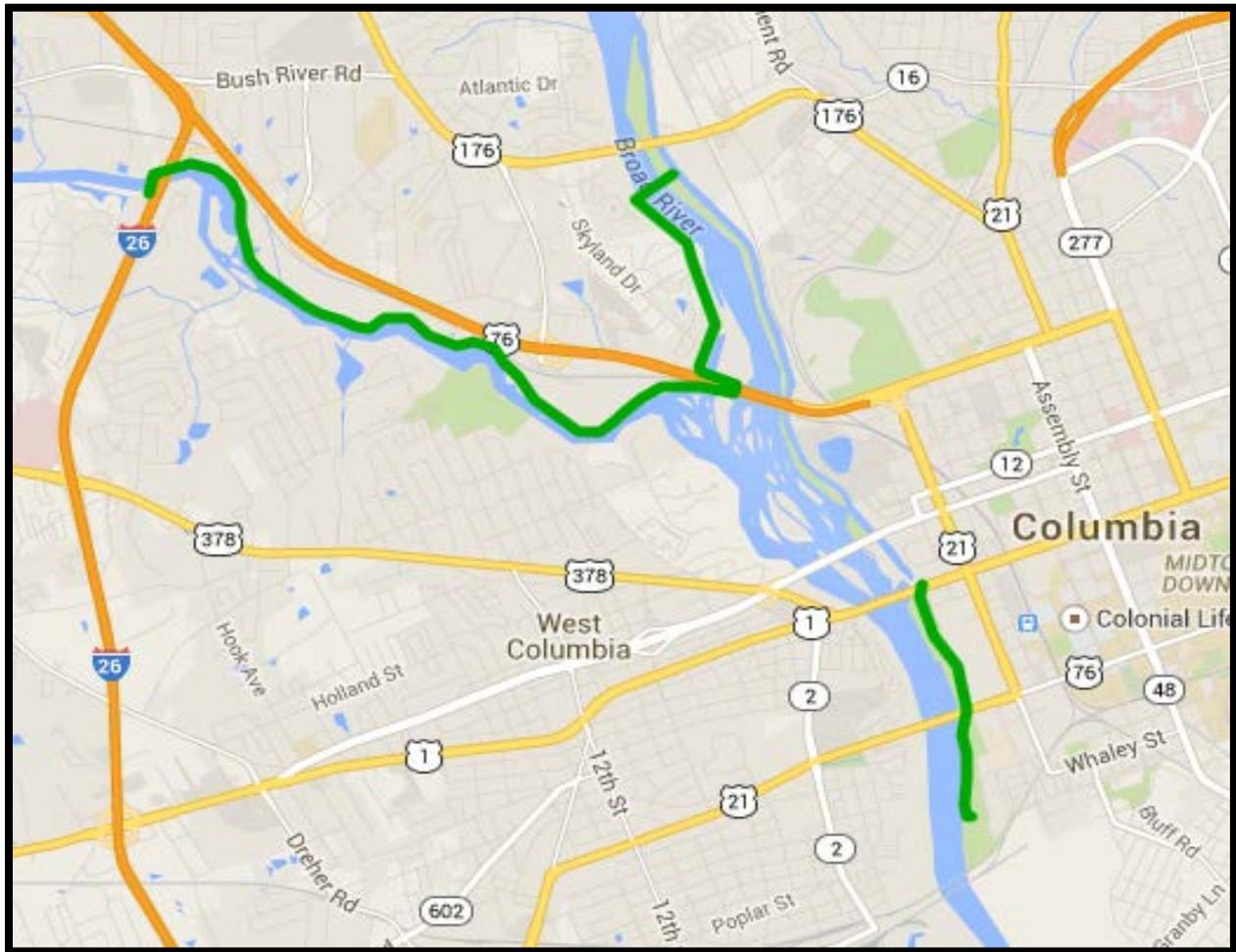
ADDITIONAL COMMENTS FOR CONSIDERATION:

None.

ATTACHMENTS:

1. Original Three Rivers Greenway Map
2. River Alliance Funding Request - Original Request Letter
3. Three Rivers Greenway Phase II Map
4. Bikeway Removals
5. River Alliance Funding Request - Final Request Letter

Project Scope and Cost Three Rivers Greenway Extension



Section A

Project Description: Beginning at Richland County line west of I-26 on Saluda River along Saluda River to Existing Three Rivers Greenway on the Broad River.

Section B

Project Description: Beginning at Granby Park to Riverfront Park.

Estimated Total Project Cost A & B: \$10,252,747 (2014 dollars)



May 12, 2021

Mr. Paul Livingston, Chairman
Richland County Council
2308 Park Street
Columbia, SC 29201

Dear Chairman Livingston:

As you know, The River Alliance proposed, and Richland County Council accepted, the Saluda Riverwalk as a complete project to run along the lower Saluda River then across the Broad River and connect to the Greenway on the Columbia Canal. We anticipate the grand opening of the first phase of this great project soon. Now we look forward to the completion of phase two.

Concurrent with this, the Alliance has worked with the Darnall W. and Susan F. Boyd Foundation to complete the Sanctuary at Boyd Island. As you also know, the second phase connecting across the Broad River is unfunded. With the assistance of the Boyd Foundation, we offer a proposal to Richland County that will make this connection a reality.

Last year the Boyd Foundation funded the Alliance to determine the project cost of the second phase and to begin the design, engineering and permitting. Essentially, we have two parts: a boardwalk and trail extending from the island project up river to the shortest crossing of the Broad, and a pedestrian bridge (wide enough for service vehicles) across the Broad, running from City of Columbia property located on the “Zoo side” of the Broad to the City’s Columbia Canal. The estimated cost of the bridge is approximately \$3.0M. The estimated cost of the land connection from below Boyd Island to the bridge is approximately \$1.8-2.0M (see enclosed map).

By letter of May 3, 2020, George Bailey, President of the Foundation, “hereby commits to fund up to \$3 Million of the cost of the proposed pedestrian bridge across the Broad River IF Richland County will provide the necessary funding to complete the portion of the Riverwalk from Boyd Island to the bridge.” So, the

“ask” here is for the County to provide the \$1.8-2.0 M for the land connection, to be more than matched by the Boyd Foundation’s \$3.0 M commitment to build the bridge. The Alliance believes that this is a strategic opportunity to complete this connection.

We see the linkage of the Riverbanks Zoo to the Canal and then to the museums at the Gervais Street Bridge as vital. It allows our midlands community and the ever-increasing numbers of visitors’ connection not only to the regions three rivers but to the unique attractions in the downtowns of Cayce, Columbia and West Columbia. It is the most important Greenway connection for destination tourism and it also offers additional neighborhood linkage and parking alternatives.

We are fortunate in this project to have public land on both ends of our bridge, owned by the City of Columbia. We are also fortunate to have the ongoing Columbia canal repair project moving forward. As part of that project, we are asking the City to ensure that a pedestrian bridge is constructed to link the State Museum and EdVenture Museum across the canal to the existing riverwalk. The Riverbanks Zoo and the museums see this as an exciting and necessary addition to their continued growth.

We will be happy to provide additional information and to work with Richland County staff. In the interim, we would be delighted to host a tour and lunch to the Sanctuary at Boyd Island to show the wonder of our river resources. An affirmative answer will lock in the Foundation capital funding as we continue the permitting and design. The River Alliance requests Council’s consideration and support.

Sincerely,



Michael T. Dawson
CEO



Bikeways Removed Due To SCDOT Restrictions

	<u>Bikeway</u>	<u>Start</u>	<u>Stop</u>	<u>Referendum Amount</u>	<u>Reason Removed</u>	<u>Project JL</u>
1	Columbiana Dr Bikeways	Lake Murray Blvd	Lexington County Line	\$713,199.00	SCDOT Design Restrictions	13330355
2	Fort Jackson Blvd	Devine St	Newell Rd	\$84,224.00	SCDOT Design Restrictions	13330336
3	Decker Blvd/Parklane Rd/Two Notch Rd Bikeways	Two Notch Rd	Percival Rd	\$129,698.00	SCDOT Design Restrictions	13330335
4	Rosewood Dr Bikeways	Bluff Rd	Garners Ferry Rd	\$211,179.00	SCDOT Design Restrictions	13330342
5	Blossom St Bikeways	Assembly St	Sumter St	\$86,381.00	SCDOT Design Restrictions	13330349
6	Huger St Bikeways	Blossom St	Gervais St	\$256,861.00	SCDOT Design Restrictions	13330347
7	Garners Ferry Rd Bikeways	Rosewood Dr	True St	\$66,826.00	SCDOT Design Restrictions	13330337
8	Bull St Bikeways	Elmwood Ave	Victoria St	\$20,218.00	SCDOT Design Restrictions	13330350
9	Wheat St Bikeways	Harden St	King St	\$4,351.00	SCDOT Design Restrictions	13330327
10	Shop Rd Bikeways	Beltline Blvd	Pineview Dr	\$657,212.00	SCDOT Design Restrictions	13330348
11	Beltline Blvd Bikeways	Forest Dr	Valley Rd	\$1,101.00	SCDOT Design Restrictions	13330311
12	Beltline Blvd/Colonial Dr/Farrow Rd Bikeways	Harden St	Academy St	\$6,636.00	SCDOT Design Restrictions	13330312
13	Broad River Rd Bikeways	Bush River Rd	Greystone Blvd	\$37,908.00	SCDOT Design Restrictions	13330332
14	Broad River Rd Bikeways	Greystone Blvd	Broad River Bridge	\$320,811.00	SCDOT Design Restrictions	13330301
15	Sumter St Bikeways	Washington St	Senate St	\$19,306.00	SCDOT Design Restrictions	13330309
16	Lincoln St Bikeways	Blossom St	Lady St	\$487,105.00	SCDOT Design Restrictions	13330323
17	Whaley St Bikeways	Lincoln St	Pickens St	\$438,198.00	SCDOT Design Restrictions	13330372
18	Leesburg Rd. Bikeways	Garners Ferry Rd	Semmes Rd	\$63,360.00	SCDOT Design Restrictions	13330345
19	Dutchman Blvd	Broad River Rd	Lake Murray Blvd	\$115,138.00	Dead-End Road With No Connection	13330354
				\$3,719,712.00		



September 9, 2021

Mr. Paul Livingston, Chairman
Richland County Council
2308 Park Street
Columbia, SC 29201

Dear Chairman Livingston,

Congratulations to all on opening the first phase of the Saluda Riverwalk. Now, we want to firm up our collective commitments to move to finish Phase Two. Our River Alliance letter of May 17th 2021, outlined the Boyd Family Foundation's offer to fund the Broad River Bridge and asked that Richland County fund the connection from the Boyd Island Sanctuary to the "Zoo" side of the Bridge. Collectively we recognize Covid's impact on construction estimation and the necessary gap between now and the conclusion of the necessary state and federal permitting. We have worked closely with Richland County staff and the Foundation to agree on the necessary level of required capital funding.

Our team met with Allison Steele and concurred on the most likely estimate for County funding of the Boyd Island to the Bridge section to be approximately \$2.2 M. The necessary design documents with permits will be prepared by the Alliance and funded by the Foundation. These will be provided to the County for the County controlled bid process. The County will then administer this section as a County project. This is, of course, part of the original footprint of the Penny Saluda Riverwalk project.

Concurrently, our team presented the Broad River Bridge to the Boyd Foundation for decision on the estimated cost. Again, the Covid inflation and necessary permitting delay were considered. Our original estimate was at the \$3.0M mark. Our pessimistic estimate is that this could increase by 20% to approximately \$3.6 M. They are committed to building the Broad River Bridge and have directed us to move forward with permitting this bridge option.

We support the County staff recommendation for the allocation funding to support Phase 2. We will continue to work closely with County staff and the Boyd Family Foundation to make the completion of Phase II of the Saluda Riverwalk a reality. As always, we are ready to assist and are happy to show off both the completed Saluda Phase 1 and our plans for Phase 2.

Sincerely,

Michael T. Dawson
CEO