

# RICHLAND COUNTY COUNCIL

## SOUTH CAROLINA

### TRANSPORTATION AD HOC COMMITTEE

November 27, 2018

1:00 PM

4<sup>th</sup> Floor Conference Room

1. Call to Order
2. Approval of Minutes (Pages 1-10)
3. Adoption of the Agenda
4. Discussion of Options for the BAN When It Matures in February 2019 (Pages 11-15)
5. Approval to Expend BAN Proceeds on Transportation Projects Prior to Expenditure of Sales Tax Revenue (Pages 16-17)
6. Approval of Projects that Exceeded the Budgeted Amount in the Referendum of Projects with Modified Scope (Pages 18-60)
7. Approval of Bikeway and Sidewalks Within the Referendum Amount (Pages 61-65)
8. Approval of Sunset Sidewalk Recommendation (Pages 66-68)
9. Approval of Letter Draft for Transportation Penny Bikeway Project's Sharrows to be Maintained by the City (Page 69)
10. Discussion: Construction of Willow Wind Road (Page 70-79)
11. Discussion: Mitigation Bank Credit Sales (Page 80-94)
12. Discussion: Polo Road Shared Use Path Condemnation (Pages 95-109)
13. Transportation Program Update (Pages 110-116)
14. Adjournment



#### Committee Members

Calvin "Chip" Jackson, Chair  
District Nine

Bill Malinowski  
District One

Yvonne McBride  
District Three

Paul Livingston  
District Four

Norman Jackson  
District Eleven



Richland County Council  
Transportation Ad Hoc Committee  
September 27, 2018 – 1:00 PM  
4<sup>th</sup> Floor Conference Room  
2020 Hampton Street, Columbia 29204

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

OTHERS PRESENT: Michelle Onley, John Thompson, Eden Logan, Bryant Davis, Mohammed Al-Tofan, Kimberly Toney, and Nathaniel Miller

1. **Call to Order** – Mr. C. Jackson called the meeting to order at approximately 1:09 PM.
2. **Approval of the Minutes**
  - a. September 27, 2018 – Ms. McBride moved, seconded by Mr. Malinowski, to approve the minutes as distributed. The vote in favor was unanimous.
3. **Adoption of the Agenda** – Mr. Malinowski moved, seconded by Ms. McBride, to adopt the agenda as published. The vote in favor was unanimous.
4. **Discussion: Transportation Penny Funds being utilized for the following facilities at Three Rivers Greenway:**
  - **Bathrooms (Under Construction)**
  - **Parking Lot (Under Construction)**
  - **Ranger Station (Under Construction)**
  - **Rescue Station (Not Started)**

Dr. Thompson stated, in light of the Department of Revenue’s investigation, you have \$850,000 worth of investment that cannot be paid for out of Penny Tax funds. The question here is how do we find another mode of funding. The General Fund, of course, is definitely an option. We wanted to bring this to your attention, so that we can do our due diligence, and show the Court that we are righting the wrong.

Mr. Malinowski stated his recollection is that we discussed this a few months ago at a meeting. He inquired if Dr. Thompson had the results of what the committee recommended at that point.

Dr. Thompson stated it was tabled.

Mr. Malinowski stated the question he had was if we had already incurred these expenses.

Dr. Thompson stated on p. 13 it gives a breakdown of where we are, in terms of completion.

Mr. Malinowski stated, for clarification, those dollar amounts are what we have incurred.

Dr. Thompson stated those are the total amounts for the projects, not what has been incurred, to date.

Mr. Malinowski stated it is 80% of the total costs. He inquired if these projects were in the referendum.

Mr. Beaty stated the referendum included the Three Rivers Greenway, but it did not get down to the specificity of bathrooms and parking lots.

Mr. Malinowski inquired if these facilities lie within more than one jurisdiction, municipality or with an agency that receives other funding (i.e. Fire Service). He stated the reason he is asking is to find out if these costs can be recouped from the other entities. These facilities will benefit them.

Dr. Thompson stated, once the project has been completed, it will be turned over to the City of Columbia for maintenance. Mr. Beaty can chime in, in terms of conversations with the City, regarding the recouping of the funding.

Mr. Beaty stated they have approached the City staff, and inquired about cost sharing, or what their participation could be, and the answer was, of course, they do not have any budgeted funds. They tried to brainstorm a future pot of money, but they did not think it would apply retroactively to a project. So, their answer to us was, "No."

Mr. Malinowski inquired if we have budgeted funds.

Dr. Thompson stated the budgeted funds were Penny Tax funds; however, because of DOR we cannot take it out of budgeted funds.

Mr. Malinowski stated he personally feels this is something that lies within the municipality. They can say they do not have budgeted funds, but he does not believe we should be footing the whole bill either.

Ms. McBride stated, at this point, we are trying to determine if the County should move ahead, in terms of paying for this.

Mr. C. Jackson stated, for clarification, the work is already ongoing, so whether we take it all out of our funds, or not, the project is well underway. One of them is 80%, one is 75% and the other is 70% complete. The reality is we are going to have to pay. If we do not get anyone else to pay, it would be a good effort, on our part, to try to continue to work on other funding sources, but where we are now is these projects began with the understanding, at that time, Penny funds were going to be used. We found out while the projects were underway that they were not going to be authorized to use Penny funds.

Ms. McBride stated, at this point, we invested 80% of the costs, so not to do anything would be like throwing away the money we have already placed in it. Unless we can find some grants or other means to get the funding.

Mr. Livingston stated because of where we are now and we anticipated using Penny funds for that, and the residents of the City pay taxes to the County, as well as those outside of the City limits, his recommendation would be to continue the project, and ask the City to commit half and the County to commit half, and move it forward.

Mr. Livingston moved, seconded by Mr. Malinowski, for the City and County to each commit to paying half of the costs for the project.

Ms. McBride stated, if they choose not to pay the other half, we will go ahead and pay the full amount.

Mr. Livingston responded in the affirmative.

Mr. Malinowski stated, if we put that statement out there, if he is the City he would say, "Forget it. I'm not going to pay you. You just said you were going to do it anyway."

Mr. C. Jackson stated that was not part of the motion.

Mr. Malinowski stated, for the clarification, the motion is that we move forward with 50/50.

Dr. Thompson stated, in terms of moving forward, what is the mode of paying on the County's part. In essence, we have already taken money out of the Penny funds, and we need to reimburse that. Moving forward, he wants to make sure we get the appropriate funding mechanism for this.

Mr. C. Jackson stated we should amend Mr. Livingston's motion to simply say, "The County's funding will come from the General Fund."

The vote in favor was unanimous.

5. **Discussion: Sunset Sidewalk Project Cost Alternatives** – Mr. Beaty stated this item is the Sunset Sidewalk Project. We have discussed this previously, and we have provided an overview map. The project termini is from the top of River Drive and Sunset, what we call down the hill toward North Main, and approximately a block from North Main. Crossing the culvert is the most challenging part. There is an existing City sewer line that is in conflict. We have evaluated all options to relocate that waterline, and to install a sidewalk is going to require the installation of some type of a retaining wall. We have investigated a steel sheet pile-driven wall, which the SCDOT will not allow, and there would be long-term issues with. The SCDOT has said that we could construct a concrete retaining wall, which is a very common item, and construct the curb and gutter, and then have the sidewalk continue across the culvert. The cost would be an additional \$1 million in construction. We have provided the 2 construction cost estimates; \$1.7 million vs. \$600,000. The question is, does Council feel that it is a worthwhile investment to spend an additional \$1.6 - \$1.8 million to continue the sidewalk along Sunset. The only other item he is not fully prepared to discuss today, and hopes to have on a future agenda, is the sidewalk category, in general. The sidewalk category had 56 sidewalks in the referendum. A number of those were previously completed by others outside of the referendum, so there is money available from those projects to pay for other sidewalks.

Mr. Livingston inquired if these are sidewalks that are not in the Penny.

Mr. Beaty stated the sidewalks are in the Penny. Obviously, some projects are most expensive than what the referendum allowed. For instance, this sidewalk is more expensive than what was in the referendum. That will be another global question to seek guidance from Council is, if there is money available within the category, would you choose to spend it and finish as many sidewalks as you can, even if those individual sidewalks were greater than the referendum. That could come into play with your decision on whether you would like to expend the funds to continue the sidewalk across the culvert.

Mr. Livingston inquired, if Mr. Beaty believes, there is enough money for all the sidewalks in the Penny.

Mr. Beaty stated there is about 4 -5 sidewalks, that were defined in the referendum, which are beyond the financial ability to do within the referendum. One of them was to extend sidewalk on Two Notch Road, for a number of miles, almost to the Kershaw County line. That project alone is going to be \$5 - \$6 million. We have got 2 - 3 major sidewalk projects that are \$4 - \$8 million, which is obviously outside the ability to do. If we were to table those significant sidewalks, then he believes you would have the funds available to work on Sunset, and the other major sidewalks that are underway.

Mr. Livingston stated, if we were to do Sunset at the \$600,000, and not do the culvert, and you had the funds to come back to do the other part, would it cost more than a \$1 million then, if you had to do it by itself.

Mr. Beaty stated it probably would. The fact that we would have to re-advertise it, a contractor would have to re-mobilize, you would pay more if you were to delay. It would not be significantly more, but it would more to come back. Anytime you have a contractor come back, it cost them money to mobilize.

Mr. Livingston stated he asked that question to see if one of the options is to do that part, and then wait to see if we have some money to do the other part.

Mr. Beaty stated the only thing that he will offer, for information, in our communications with the City of Columbia, City staff has said that they feel this is a highly traveled route, and they would strongly desire that Richland County construct the sidewalk.

Mr. Livingston stated it would be better if it continued, there is no question about that, but it is just a big cost for that gap that's there. If there is enough money in the sidewalks, in the Penny, then we need to do the whole thing. He stated is what he is trying to figure out. How close are we to having enough to do the whole thing, if the Penny money is there for sidewalks? How do we get to determine that point?

Mr. Beaty stated, an alternative would be, to allow them to continue with the design, at a minimal cost. The designer is already under contract and they are already working. They can come back in a month or two, and it will only cost the County minimal design time. They can come back to committee with the full picture of the entire sidewalk category, which they need to do anyway because there are a number of projects that are outside the financial capability. This will keep the project on schedule and the financial decision can be deferred.

Mr. Livingston stated, to him, that might be the best alternative so that we have a better picture of what we are dealing with. Particularly, if he can do it within a month or so. His recommendation is to support Mr. Beaty's suggestion and come back within a month, or so, and decide then.

Ms. McBride stated she is really concerned that we do not miss or defer any project that are already a part of the referendum, but she agrees with Mr. Livingston.

Mr. Malinowski inquired if continuing with the design allow us to remain within the referendum amount.

Mr. Beaty responded, "No, sir." The project, and a few other sidewalks they are developing, are already beyond their original referendum amounts.

Mr. Malinowski stated, it was his recollection, in the past, we said, with regard to the greenways and roadways, if there was excess we would wait until all projects were done to decide how we would continue to move down the list or go back. We would not arbitrarily take it from "A" and give it to "B" when "C, D, and E" may be wanting also. He thinks this would be the same case. If we go over the referendum amount, we are taking from other projects, and eventually we are going to have to say we cannot do these. He does not think

that is right. The people voted on it, and he thinks we need to appease them the best way we can.

Mr. C. Jackson stated he believes what he is hearing Mr. Livingston say is that we will simply defer it for a month, and get the larger picture. From what Mr. Beaty said, there are only 4 – 5 sidewalks that may be outside the referendum amount, so we will defer this until Mr. Beaty comes back with a comprehensive assessment of where we are with the sidewalks and the funding available.

Mr. Malinowski stated he was fine with that. He thought what we were doing was paying to move ahead with the architectural stuff. He stated, for clarification, that Mr. Beaty is going to bring us the big picture before we spend the money.

Mr. Beaty stated on construction. He stated they could theoretically stop the designer for 4 – 6 weeks.

Mr. Livingston moved, seconded by Ms. McBride, to defer this item to next month's committee meeting to allow the PDT to conduct a comprehensive assessment of the sidewalk category and the funding available. The vote in favor was unanimous.

6. **Discussion: Calhoun Road Diet Status, City Coordination and Referendum Budgeted Amount** – Dr. Thompson stated the proposed cost for the Calhoun Street diet project is approximately \$1 million. In the referendum, there is only \$780,000 for this particular project.

Mr. Beaty stated he would like to bring back the bikeway category, which had 87 separate projects. Some of them have been done by others. Some the SCDOT will not allow to move forward. He stated he needs to present the entire list, talk about the funding, and look for guidance on which projects to develop. That directly would apply to the Calhoun Street Bikeway. The referendum only had approximately \$700,000. To do the work would be about \$1 million. They have had 1 public meeting. City staff led the meeting, with the County and PDT staff assisting them. They have presented it to the committee. They have presented it to a City Council work session, about 2 – 3 weeks ago. City Council members requested an additional public hearing be held, especially coming off of some bikeway issues in the City. They wanted to have another opportunity for the public to comment. They feel they have modified the project, from the initial public meeting, to alleviate any of the public's concerns. However, we have coordinated to have an additional public meeting to present the project again. This is for information, and no decision is being requested. It is simply to make you aware of the public meeting, and the costs. They intend to have another public meeting, solicit comments, summarize those comments, and then come back to committee for direction.

Dr. Thompson stated, with this particular project, and the Hampton Street diet, in the future, what we can always recommend from staff, is the City of Columbia could pursue these funding amounts, as outlined in the referendum. They have done it with 3 other projects. He thinks, as a way to reduce the risk to the County, is for us to consider that option on this one, as well.

Mr. Livingston stated, if they want to spend anymore, then they can spend it, but they will just have what was minimum from the County.

Dr. Thompson responded in the affirmative.

Mr. Malinowski stated these public meetings come at a cost to the Penny Tax, correct?

Mr. Beaty stated they come at a very minimal costs. All of their time is already included, so there is no additional costs.

Mr. Malinowski stated the PDT said they had already had a public meeting, and they felt they had satisfied the public. Therefore, he wondered why we are going back. Are they going to stack the meeting with people that are more to their liking?

Mr. Beaty stated he could only speculate on City Council's desire to have a 2<sup>nd</sup> public meeting.

Mr. Malinowski stated, as far as Mr. Beaty is concerned, the first public meeting satisfied the public.

Mr. Beaty stated the first meeting had good participation. They had 2 groups of comments they feel they can address. They have not presented those to the public. They wanted to leave the parking near a church, and then Transitions Homeless had a concern. He stated they have verbally told both parties that they can take care of that.

Ms. McBride stated she does not see a problem with having an additional meeting to make sure that we get as much input as possible from the public. She inquired if that is the public meeting that had approximately 78 people, or is that another one.

Mr. Beaty stated the public meeting had approximately 55 people in attendance, and they probably had another 50 in comments.

Ms. McBride stated she supports having a 2<sup>nd</sup> public meeting.

7. **Approval of removal of select roads from Resurfacing due to absence of homes** – Mr. Beaty stated, when the Penny Program got started, the PDT physically drove all of the County-owned resurfaced roads, which was 555 miles. They ranked all of those roads, and gave them a numerical score, with “0” being terrible and “100” being a brand new road. He stated they are going down the list from worst to first. As they put together another package of roads to be resurfaced, they reviewed them in the field and they came upon a few interesting items they want to bring to their attention. In some neighborhoods, you may have a little stub out or short section where the developer never finished the road. A lot of times you will see that between 2 houses where the developer just stopped, so you have a little stub out in a neighborhood where some people park their cars, play basketball, etc. You have some other areas where the developer did continue the streets, but he never developed any houses. These streets have fallen into a state of disrepair. The pipes have failed. The asphalt is in such disrepair that we cannot simply resurface it. They have identified 2 – 3 neighborhoods, and a couple of streets, in each, where this is the case. Fincastle in Mill Creek is a stub out between 2 homes that is in decent shape and could be resurfaced. Sprucewood Lane in Crane Forest, Sun Meadow Drive, Old Oak Drive and Oak Forest Circle in Meadowlake, are all in District 7. The 3 that are in Meadowlake Subdivision are in such a state of disrepair that the PDT's contractor cannot just resurface them. They need to be completely reconstructed. The PDT and County staff, including Public Works, has looked at these in the field, and it is beyond the scope of our contractor to repair, and basically rebuild these roads, in areas where there are no homes, at this time. He stated his recommendation would be, those roads that are in such a state of disrepair that we cannot resurface them, Public Works has recommended that these roads be closed and physically barricaded with concrete barriers to prevent anyone from accessing these areas. Then, if there is a stub out, that we can resurface, in a neighborhood, he thinks it would be beneficial to go ahead and resurface that to prevent it from deteriorating even worse.

Mr. Malinowski inquired why we would resurface the stub out if we are going to close it off and barricade it.

Mr. Beaty stated they would not. In the case of a stub out, it does not serve anybody because the road ends right at the back of someone's property line. The asphalt is still in good shape. You could resurface it, at an expense. It would improve the appearance, and it would preserve it for the future, if it were to ever be

utilized. Now on these roads that we are recommending to be barricaded off, they are recommending they do no work.

Mr. Malinowski stated he was looking at it that we are basically paving someone's private drive if it is not serving any other homes. If there is a future development that is going to take place, at point, whoever the developer is can handle that.

Mr. Malinowski moved to approve staff and PDT's recommendation to not use the Penny Tax funds for any of these roads. The motion died for lack of a second.

Ms. McBride inquired, if you close this road off, how close is it to the next home. She stated this is a very old community, and the people have a lot of pride in that community. She would not want to devalue their property, based on this road being closed off.

Mr. Beaty stated it could be right next to someone's home, but they could move the concrete barrier down so you would not visually see the barrier.

Ms. McBride stated she would have concerns about having a barricaded road right next to her house, and she does not think anyone would want that.

Mr. Livingston stated he shares Ms. McBride's concerns, but the only other alternative would to find someone to do something with the roads, or leave it the way it is. The community might prefer you barricade it than leave it the way it is. He stated it is a question of what alternatives you have. He might ask the people if they would rather be barricaded or remain the same, since there is no money to do anything with it, and proceed from there.

Ms. McBride stated she thought the initial part was to do pavement for at least part of it. She inquired if that was a part of the initial recommendation, or to completely leave it as is, because you said it was in dire need. This is in the County, so we have a piece of property that is in close proximity to residents within the County, and you would let that type of road stay without having anything done. And, if this was a part of the referendum, she has concerns about that. If it is there, we need to do something about it.

Dr. Thompson stated, for these particular roads, that Mr. Beaty is talking about, these will not be regular resurfacing. We will have to rebuild these roads, so we have to work on the drainage issues with these roads, so in essence, we are building a new road. It is not just resurfacing like we would do for the other roads. The options for these roads are to do absolutely nothing and put up the barricades, to do nothing and do not put up the barricade, or rebuild these roads. If we have to rebuild, it is definitely not Penny funds because the Penny funds for these particular roads is to merely resurface the roads.

Mr. C. Jackson stated he wants to go back to what Mr. Livingston said about the possibility of having a conversation with the homeowners or homeowners' associations. He likes the idea of going back and letting them get engaged and involved. You have presented us some options, but he agrees with Ms. McBride, and some people may say they would rather have the barricade, and others may say they would prefer to leave it open. He would like to hear what they have to say before we make that call.

Mr. Livingston moved, seconded by Mr. Malinowski, to get some feedback from the homeowners. We let them know what the alternatives are, and see what they have to say about it. The vote in favor was unanimous.

Mr. C. Jackson stated he wanted to publicly thank Mr. Livingston, who is Chair of the Administration &

Finance Committee for assisting, in some ways, with the ad hoc committee's work, with regard to discussions that were held at their meeting on transportation related matters. In addition, to thank the A&F Committee members for what they did with regard to addressing some of the critical issues that we have been grappling with here.

8. **Transportation Program Update** – Mr. Beaty stated they have provided a sheet summarizing the entire program, and breaking it down into, are we designing it, is it in the right-of-way acquisition phase, or construction. He stated they tried to expand the text to make it a little bit more legible.

Council allowed them to move forward with the resurfacing program, such that in the Spring, they will have committed \$37 million out of the \$40 million in the referendum.

Shop Road Phase I is under construction and is scheduled to be complete in January, providing access to China Jushi.

Shop Road Phase II, they are scheduled to have a public meeting on December 6<sup>th</sup>. The new location route is underway. The design has started. It has been flown and the mapping is underway.

Clemson Road Widening, they are about to advertise; one of the first widenings to be fully developed from 0 – 100%.

In 2019, they will be able to have under construction the following widenings: Hardscrabble, Leesburg (by SCDOT), Clemson, Atlas and North Main. They just got approval from the SCDOT to start acquiring the right-of-way on Blythewood Road Widening. It is possible that we could go to construction on that project in late 2019, so that widening will be pulled in a little sooner than what they anticipated.

Of the 15 intersections, that were in the referendum, 8 have been completed, 2 are under construction and they are acquiring the right-of-way on the other 5. Of the remaining 5, they will go to construction on 4 of them next year, to include Bull/Elmwood, 3 other smaller intersections, and the larger remaining intersection is at Clemson/Sparkleberry, which will probably go to construction in 2020.

Mr. Beaty stated there are a series of public meeting in December, January, and February for all of these recent projects they have started to design. He stated they have received bids on a group of pedestrian intersections, and they are reviewing the bids now. The bids are with County staff to let them know if they can move forward with awarding construction. They have received good bids on Candlewood Phase III Neighborhood. They will probably be coming to you in November 13<sup>th</sup>, with a recommendation to award the contract. They are about to advertise the Broad River Neighborhood, a small sidewalk along Clemson Road, and another package of dirt roads. They are going to put together approximately 7 dirt roads and advertise those in a week to 2 weeks. They should advertise the Southeast Richland Neighborhood Project in 2 – 4 weeks. Clemson Widening is the largest project. They are waiting on the Federal government to authorize some Federal funds they brought into this project. As soon as they get the go ahead, they can submit the document to staff to allow us to advertise.

Mr. Livingston inquired if Mr. Beaty could tell him how the public hearings are managed now, in terms of advertisement, attendance, inviting participants, etc. He stated he remembers a time, for example, when there was something in his district, he was invited. He was even asked to be on an agenda to speak to the people and answer questions from the Council's perspective. Since that is not happening anymore, he would like to have some idea of what is happening with the public hearings, and what we are missing. That was a good part of the program, in terms of, the public being able to ask questions and know what is going on throughout the process within their areas.

Dr. Thompson stated, with the PDT no longer providing that PIO function, the County PIO Office assists the Transportation Department in getting the word out. The Planning Department is also able to disseminate information. Email is one mode of communication, as well as social media. They are not mailing out the information to people. In addition, they have the street signs, which are placed up 2 weeks in advance of the public meeting. He stated if Mr. Livingston has not received any notification of a public meeting...

Mr. Livingston stated he has been notified of the public meeting, but he has not been informed of the agenda.

Dr. Thompson stated, he wants to make sure the next meeting that is in Mr. Livingston's jurisdiction/area, that Mr. Livingston is informed of the layout of the meeting. The bottom line with the PDT is, they continue to do the same great work, in terms of bringing their engineers to each of those meetings, having their interactive displays up, so that the citizens can understand what is going on with that particular project. We just want to make sure they focus on the safety aspect of it, and do not focus on public relations so we can be in alignment and agreement with what DOR is telling us to do.

Mr. Livingston, in his opinion, one of the most significant parts that is missing is key stakeholders in those areas were identified and invited to come.

Ms. McBride stated she agrees with Mr. Livingston that the public education component is very important, and that is why the Federal government have a public education component in their designs. She inquired if they are comfortable with the education that is received, and public information that is going out, or is there a need for additional. She knows we cannot use the Penny Tax funds, but is there a need for additional resources to help ensure some of the issues that Mr. Livingston addressed are met.

Dr. Thompson stated it would definitely add value to it. If people that influence the community are not coming to these meetings, or have no knowledge of these meetings, additional outreach definitely would help. He stated there is not a public relations person in his office; therefore, we are not being able to hit the churches, or the radio and TV stations.

Mr. Livingston stated, on a personal note, what bothers him is if something negative happens it is all over, but there is no good stuff to match that.

Mr. C. Jackson stated he wanted to echo what Mr. Livingston said. He stated, if it is necessary, for this committee, to send a request to the Chair, or the Assistant Administrator, to ask for a greater level of commitment of time or resources from our PIO Office, in this effort, they would be more than happy to do that. He totally agrees. He went to those that we were doing where he was on agendas, and he has gone to those where he just sat in the audience, like a wall floor, and he was okay, but you could tell the difference. If that is what's needed to make it more informative, engaging, and interactive with the community, then we need to do that. We are more than happy to inform the appropriate officials, here at the County, that we need to reallocate some funds to make that happy.

Dr. Thompson thanked the Chair and the members of the committee for their support. With that being said, he is going to work with his colleagues and PDT to put together a communications plan, so that we can follow that and present it to this body.

Ms. McBride stated, in terms of the right-of-way phase, there are approximately 5 - 6 projects that are in the right-of-way phase. She knows it depends on the length of the project, and the amount of work that has been done, but for those existing projects in the right-of-way phase, will they be completed with the next 2 years.

Mr. Beaty responded in the affirmative. He stated it typically takes, on the roadway widening projects, 18

months to buy all of the right-of-way. Now, that overlaps with the design, so it is not an additional 18 months. The intersections, if they only have 5 – 10 properties, takes 6 – 9 months. Everything they are showing in right-of-way today, will be completed. He stated they just started Blythewood Widening, which has 22 tracts. They will be done in 12 – 14 months. They have requested the SCDOT to allow them to start buying the right-of-way on Clemson/Sparkleberry, and 2 – 3 other projects. They are constantly pushing the SCDOT to let us keep moving forward with acquiring the right-of-way.

Mr. C. Jackson stated if Mr. Beaty would send the dates and times of the public meetings to Ms. Onley, so she can do invites to the Council members.

Mr. Beaty stated the Carolina Crossroads Project is going to hire a contractor in late 2019. Utilities companies are already ramping up to get out of the way of Carolina Crossroads. He stated he is giving the County a 2-year advance notice that, when Carolina Crossroads gets started, they are going to have a hard time to get contractors and utilities companies to move. They are all going to be tied up on Carolina Crossroads. He stated they are doing all they can today to get the utilities coordinated early, and develop every project they can. But, in a couple of years, he would expect coming to Council to say they are having a hard time on this project because of Carolina Crossroads.

9. **ADJOURN** – The meeting adjourned at approximately 1:56 PM

UNITED STATES OF AMERICA  
STATE OF SOUTH CAROLINA  
RICHLAND COUNTY  
GENERAL OBLIGATION BOND ANTICIPATION NOTE  
(TRANSPORTATION SALES AND USE TAX)  
SERIES 2018

No. R-1

<u>INTEREST RATE</u>	<u>MATURITY DATE</u>	<u>ORIGINAL ISSUE DATE</u>	<u>CUSIP</u>
3.00%	February 27, 2019	February 28, 2018	763631V70

REGISTERED OWNER: CEDE & CO.

PRINCIPAL AMOUNT: TWO HUNDRED FIFTY MILLION DOLLARS (\$250,000,000)

KNOW ALL MEN BY THESE PRESENTS that Richland County, South Carolina (the “County”) hereby acknowledges itself indebted, and for value received promises to pay to the registered owner hereof, the principal sum of Fifty Million Dollars (\$250,000,000) at the principal office of the Richland County Treasurer, Columbia, South Carolina on the 27th day of February, 2019, and to pay interest (calculated on the basis of a 360-day year of twelve 30-day months) on said principal sum from the date hereof, at the rate of 3.00%, payable upon the maturity of this note. This note is not subject to prepayment prior to its maturity.

Both the principal of and interest on this note are payable in any coin or currency of the United States of America which is, at the time of payment, legal tender for the payment of public and private debts.

This Note represents a series of general obligation bond anticipation notes (the “Notes”), issued by the County, pursuant to the authorization of Title 11, Chapter 17, Code of Laws of South Carolina 1976, as amended, in anticipation of the receipt of the proceeds to be derived from the general obligation bonds of the County to be issued pursuant to and in accordance with the provisions of the Constitution and Laws of the State of South Carolina including Article X, Section 14 of the Constitution of the State of South Carolina, 1895, as amended; Title 11, Chapter 27, Code of Laws of South Carolina, 1976, as amended; Ordinance No. 057-17HR enacted by the Richland County Council on December 12, 2017 (the “Ordinance”).

The full faith, credit and taxing power of the County and the proceeds to be derived from the sale of bonds are pledged for the payment of the principal of and interest on the Notes. In addition, the Transportation Sales Tax Act authorizes the County to pledge the proceeds from the collection of the Sales and Use Tax imposed in the County pursuant to the Referendum. The terms of the Referendum allow for 71% of the proceeds of the Sales and Use Tax (the “Available Revenues”) to be pledged to the payment of the Notes. The Ordinance pledge the Available Revenues to the payment of the Notes.

The Notes are being issued by means of a book-entry system with no physical distribution of certificates to be made except as provided in the Ordinance. One certificate registered in the name of the Securities Depository Nominee is being issued and is required to be deposited with the Securities Depository. The book-entry system will evidence positions held in the Notes by the Securities Depository's participants, beneficial ownership of the Notes in the principal amount of \$5,000 or any multiple thereof being evidenced in the records of such Participants. Transfers of ownership shall be effected on the records of the Securities Depository on the records of the Securities Depository and its participants pursuant to rules and procedures established by the Securities Depository and its Participants.

The Richland County Treasurer as Registrar/Paying Agent will recognize the Securities Depository Nominee, while the registered owner of the Notes, as the owner of the Notes for all purposes, including payments of principal of and redemption premium, if any, and interest on the Notes, notices and voting. Transfer of principal and interest payments to Participants of the Securities Depository will be the responsibility of the Securities Depository, and transfer of principal, redemption premium, if any, and interest payments to beneficial owners of the Notes by Participants of the Securities Depository will be the responsibility of such participants and other nominees of such beneficial owners. The County and Registrar/Paying Agent will not be responsible or liable for such transfers of payment or for maintaining, supervision or reviewing the records maintained by the Securities Depository, the Securities Depository Nominee, its Participants or persons acting through such Participants. While the Securities Depository Nominee is the owner of the Notes, notwithstanding the provision hereinabove contained, payments of principal of, redemption premium, if any, and interest on the Notes shall be made in accordance with existing arrangements between the Registrar/Paying Agent or its successors under the Resolution and the Securities Depository.

This note and the interest hereon are exempt from all State, county, municipal, and all other taxes or assessments of the State of South Carolina, direct or indirect, general or special, whether imposed for the purpose of general revenue or otherwise, except inheritance, estate and transfer taxes but the interest on this note may be included for certain franchise fees or taxes.

IT IS HEREBY CERTIFIED AND RECITED that all acts, conditions and things required by the Constitution and laws of the State of South Carolina to exist, to happen, or to be performed precedent to or in the issuance of this note, do exist, have happened, and have been performed in regular and due time, form and manner, and the amount of this note, and the issue of which this note is one, does not exceed any constitutional or statutory limitation.

[Remainder of page intentionally left blank]

IN WITNESS WHEREOF, RICHLAND COUNTY, SOUTH CAROLINA, has caused this Note to be signed with the manual or facsimile signature of the Chair of the County Council, attested by the manual or facsimile signature of the Deputy Clerk to the County Council and the seal of the County impressed, imprinted, or reproduced hereon.

RICHLAND COUNTY, SOUTH CAROLINA

---

Chair, County Council

(SEAL)

ATTEST:

---

Deputy Clerk to County Council

REGISTRAR/PAYING AGENT'S CERTIFICATE OF AUTHENTICATION

Date of Authentication:

This note is one of the Notes described in the within mentioned Ordinance of Richland County, South Carolina.

---

Richland County Treasurer

The following abbreviations, when used in the inscription on the face of this Note, shall be construed as though they were written out in full according to applicable laws or regulations.

TEN COM - as tenants in common

UNIF GIFT MIN ACT -

TEN ENT - as tenants by the  
entireties

\_\_\_\_\_ Custodian \_\_\_\_\_  
(Cust) (Minor)

JT TEN - as joint tenants with right  
of survivorship and not as  
tenants in common

under Uniform Gifts to Minors  
Act \_\_\_\_\_  
(state)

Additional abbreviations may also be used though not in above list.

### ASSIGNMENT

FOR VALUE RECEIVED, the undersigned sells, assigns and transfers unto \_\_\_\_\_

\_\_\_\_\_  
(Name and Address of Transferee)

\_\_\_\_\_ the within Note and  
does hereby irrevocably constitute and appoint \_\_\_\_\_  
attorney to transfer the within Note on the books kept for registration thereof, with full power of  
substitution in the premises.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Signature Guaranteed

\_\_\_\_\_  
(Authorized Officer)

\_\_\_\_\_  
Signature must be guaranteed by  
a participant in the Securities Transfer  
Agent Medallions Program (STAMP)

\_\_\_\_\_  
Notice: The signature to the assignment must correspond  
with the name of the registered owner as it appears  
upon the face of the within Note in every particular,  
without alteration or enlargement or any change  
whatever

STATE OF SOUTH CAROLINA  
COUNTY COUNCIL FOR RICHLAND COUNTY  
ORDINANCE NO. \_\_\_\_-18HR

AN ORDINANCE AMENDING THE TRANSPORTATION TAX LINE ITEM IN THE FISCAL YEAR 2019 BUDGET ORDINANCE OF RICHLAND COUNTY, SOUTH CAROLINA; DELEGATION OF AUTHORITY; AND MATTERS RELATING THERETO.

SECTION 1 Findings and Determinations. The County Council (the “County Council”) of Richland County, South Carolina (the “County”) hereby finds and determines:

a. Pursuant to Section 4-9-10, Code of Laws of South Carolina, 1976, as amended (the “Code”), the Council/Administrator form of government was selected and the County Council constitutes the governing body of the County.

b. On February 28, 2018, the County issued its \$250,000,000 General Obligation Bond Anticipation Notes, Series 2018 (the “BAN”), the proceeds of which are to be used for the referendum-approved transportation projects (“Transportation Projects”).

c. On June 21, 2018, the County Council enacted Ordinance No. 032-18HR (the “Budget Ordinance”) which contained a transportation tax line item approving the expenditure of approximately \$148.9 million on Transportation Projects for the fiscal year ending June 30, 2019, with \$83.8 of that amount being paid from BAN proceeds and \$65.1 million being paid from revenue from the Transportation Penny,

d. Since the enactment of the Budget Ordinance, the County Council has been advised that in light of certain Internal Revenue Service Regulations related to the expenditure of the proceeds of tax-exempt debt, it would be in the County’s best interest to expend the proceeds of the BAN for the Transportation Projects before expending revenues received from the Transportation Penny.

SECTION 2. Amendment of Budget Ordinance. The County Council hereby authorizes and directs that the revenue sources in the transportation tax line item of the Budget Ordinance shall be amended to reflect that BAN proceeds shall be used to fund the Transportation Projects prior to the expenditure of revenues received from the Transportation Penny.

SECTION 3. Delegation of Authority. The Chair of County Council, the Interim County Administrator, the County Finance Director, the County Transportation Director and the County Director of Budget and Grants Management are hereby authorized and directed to take any necessary action to effectuate the expenditures authorized in this Ordinance.

SECTION 4. Severability. If any section, phrase, sentence, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 5. Miscellaneous. All rules, regulations, resolutions and parts thereof, procedural or otherwise, in conflict herewith, to the extent of such conflict, hereby repealed and this Ordinance shall take effect and be in full force from and after its adoption.

Enacted this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

RICHLAND COUNTY, SOUTH CAROLINA

By: \_\_\_\_\_  
Joyce Dickerson, Chair  
Richland County Council

(SEAL)

ATTEST THIS \_\_\_\_ DAY OF

\_\_\_\_\_, 2018:

\_\_\_\_\_  
Kim W. Roberts, Clerk to County Council

RICHLAND COUNTY ATTORNEY'S OFFICE

\_\_\_\_\_  
Approved As To LEGAL Form Only  
No Opinion Rendered As To Content

Date of First Reading:  
Date of Second Reading:  
Date of Third Reading:

Priority Ranking	Council District	Status	REFERENDUM LIMITS		REVISED LIMITS		Revised Cost	Referendum	External Funding	Cost Variance	Notes	
			Begin Location	End Location	Begin Location	End Location						
<b>WIDENINGS</b>												
2	Clemson Road Widening	9, 10	ROW	Old Clemson Rd	Sparkleberry Crossing Rd	Old Clemson Rd	Chimneyridge Drive	\$ 23,247,953.66	\$ 23,400,000.00		\$ 152,046.34	Termini changed from Sparkleberry Crossing to Chimney Ridge due to existing 5-lanes from Sparkleberry Crossing to Chimney Ridge.
4	North Main Street Widening	4	Construction	Anthony Avenue	Fuller Avenue	N/A	N/A	\$ 62,168,462.73	\$ 30,000,000.00	\$23,700,000	\$ (8,468,462.73)	Outside funding is \$23.7M (\$16.6M Tiger Grant; \$1.3M Federal Earmark;\$5.8M City of Columbia). Note that revised cost includes \$3.6M in contingency.
5	Bluff Road Widening Phase 1	10	Complete	I-77	Rosewood Dr	George Rogers Blvd	Rosewood Dr.	\$ 9,285,688.40	\$ 16,700,000.00		\$ (32,789,158.99)	Termini of I-77 changed to S. Bettline due to existing 4-lanes. George Rogers to National Guard Armory completed by others. Revised total cost after outside funding (\$1M SCDOT, \$800K CTC) is \$47.7M which is over referendum. Reasons for increased costs: Includes replacing a culvert over a creek and raising the grade of the roadway approximately 5 feet. Due to the large area of paved parking lots and minimal drainage outfalls, the stormwater pipes would be extremely large. Also, due to the heavy industrial area, utility relocation costs would be greater than normal.
5	Bluff Road Widening Phase 2	10	Design	I-77	Rosewood Dr	S. Bettline Blvd.	National Guard Rd	\$ 40,203,470.59				
6	Shop Road Widening	10	Design	I-77	George Rogers Blvd	S. Bettline Blvd.	George Rogers Blvd	\$ 61,565,598.34	\$ 33,100,000.00		\$ (28,465,598.34)	Termini of I-77 changed to S. Bettline due to existing 4-lanes. Cost is over referendum. Substantial increase due to likely relocation of residential and commercial buildings. This corridor has an unusually high number of significant utilities as well; specifically, data and communication hubs that service the fairgrounds, Williams-Brice Stadium and SCETV network building, and 2 major water lines that will likely require relocation (per recent correspondence with SCDOT). The widening corridor also crosses 2 railroad crossings.
7	Atlas Road Widening	10, 11	ROW	Bluff Rd	Garners Ferry Rd	N/A	N/A	\$ 43,096,813.25	\$ 17,600,000.00		\$ (25,496,813.25)	Cost is over referendum. Substantial increase due to 2 railroad crossings, a new triple box culvert, a box culvert extension, intersection improvements at Garners Ferry Road and Shop Road, and the relocation of AT&T equipment.
8	Pineview Road Widening	10, 11	Design	Bluff Rd	Garners Ferry Rd	Bluff Rd	Garners Ferry Rd	\$ 40,032,789.16	\$ 18,200,000.00		\$ (21,832,789.16)	Cost over referendum. Substantial increase due to utilities, bridge over a creek and 2 railroad crossings.
9	Blythewood Road Widening (Syrup Mill Road to I-77)	2, 7	Design	Syrup Mill Rd	I-77	N/A	N/A	\$ 10,431,590.74	\$ 8,000,000.00		\$ (2,431,590.74)	Over referendum due to construction inflation.
10	Broad River Road Widening	1	Design	Royal Tower Rd	I-26 (Exit 97)	Royal Tower Rd	Dutch Fork Road	\$ 39,708,413.02	\$ 29,000,000.00		\$ (10,708,413.02)	In the March 21, 2017 regular session meeting of the Council, they approved the termini change to Dutch Fork based on public input and to better align with referendum funding. Over referendum.
11	Spears Creek Church Road Widening	9, 10	Not Started	Two Notch Rd	Percival Rd	N/A	N/A	\$ 36,000,000.01	\$ 26,600,000.00		\$ (9,400,000.01)	Cost is over referendum. Substantial increase due to replacement of a culvert and raising the grade approximately 7 feet. Also includes multiple significant intersection improvements.
12	Lower Richland Boulevard Widening	11	Not Started	Rabbit Run Rd	Garners Ferry Rd	N/A	N/A	\$ 6,975,750.40	\$ 6,100,000.00		\$ (875,750.40)	Over referendum due to construction inflation.
13	Polo Road Widening	8, 9, 10	Not Started	Mallet Hill Rd	Two Notch Rd	N/A	N/A	\$ 15,975,710.94	\$ 12,800,000.00		\$ (3,175,710.94)	Over referendum due to construction inflation.
14	Blythewood Road Widening and Improvements	2, 7	Not Started	Winnsboro Rd	Syrup Mill Rd	Various	Various	\$ 26,186,650.38	\$ 21,000,000.00		\$ (5,186,650.38)	In March 2015, Council modified project in accordance with referendum. Traffic Circle at Blythewood/Cobblestone being constructed with Blythewood Phase 1 and \$1.5 Million to be moved to Phase 1. Over referendum
<b>INTERSECTION IMPROVEMENTS</b>												
NR	Clemson Rd. & Rhame Rd./North Springs Rd.	8, 9	Complete	Clemson Rd.	Rhame Rd./North Springs Rd.	N/A	N/A	\$ 4,189,342.62	\$ 3,500,000.00		\$ (689,342.62)	
NR	North Springs Rd. and Risdon Way	8, 9	Complete	North Springs Rd.	Risdon Way	N/A	N/A	\$ 1,917,200.13	\$ 1,800,000.00		\$ (117,200.13)	
NR	Summit Pkwy and Summit Ridge Rd.	8, 9	Complete	Summit Pkwy	Summit Ridge Rd.	N/A	N/A	\$ 1,450,384.95	\$ 500,000.00		\$ (950,384.95)	
NR	Kennerly Rd. & Coogler Rd./Steeple Ridge Rd.	1	Complete	Kennerly Rd.	Coogler Rd./Steeple Ridge Rd.	N/A	N/A	\$ 2,789,569.76	\$ 1,900,000.00		\$ (889,569.76)	
2	Clemson Rd. and Sparkleberry Ln.	9, 10	ROW	Clemson Rd.	Sparkleberry Ln. (to Mallet Hill Rd.)	N/A	N/A	\$ 16,797,630.56	\$ 5,100,000.00		\$ (11,697,630.56)	In July 2016, Council approved innovative design, which is currently being developed.
3	Bull St. and Elmwood Ave.	4	Design	Bull St.	Elmwood Ave.	N/A	N/A	\$ 3,268,827.82	\$ 2,000,000.00		\$ (1,268,827.82)	
8	Screaming Eagle Rd. and Percival Rd.	9, 10	Design	Screaming Eagle Rd.	Percival Rd.	N/A	N/A	\$ 3,144,895.36	\$ 1,000,000.00		\$ (2,144,895.36)	
<b>PROGRAM</b>												
NR	Mitigation Bank		Active					\$ 9,545,235.92	\$ -			Mitigation Bank costs were not identified or funded separately in Referendum.

ORDINANCE NO. \_\_\_\_-18HR

AN ORDINANCE AMENDING AND SUPPLEMENTING ORDINANCE NO. 039-12HR TO ADD THE REQUIREMENT THAT PROCEDURES BE ESTABLISHED FOR: (I) ENTERING INTO INTERGOVERNMENTAL AGREEMENTS WITH OTHER POLITICAL SUBDIVISIONS FOR COMPLETION OF INFRASTRUCTURE PROJECTS WITHIN THOSE POLITICAL SUBDIVISIONS, (II) SECURING REQUIRED AUDITS FROM ORGANIZATIONS RECEIVING FUNDS FROM THE TRANSPORTATION SALES AND USE TAX, (III) APPROVING FUTURE CHANGES TO THE INFRASTRUCTURE PROJECTS BEING FUNDED WITH THE TRANSPORTATION SALES AND USE TAX, INCLUDING COST AND SCOPE; AND (IV) THE ANNUAL BUDGETING PROCESS; RATIFYING PRIOR ACTIONS INCLUDING: (I) CHANGES IN THE COST AND SCOPE OF INFRASTRUCTURE PROJECTS, (II) PRIORITIZATION OF SAID PROJECTS, AND (III) APPROPRIATION OF FUNDS FOR SAID PROJECTS; AND OTHER MATTERS RELATED THERETO.

Pursuant to the authority by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY RICHLAND COUNTY COUNCIL:

SECTION 1. Findings and Determinations. The County Council (the “County Council”) of Richland County, South Carolina (the “County”), hereby finds and determines:

(a) On July 18, 2012, County Council enacted Ordinance No. 039-12HR (the “Penny Ordinance”) imposing, subject to referendum approval and pursuant to Section 4-37-30 of the Code of Laws of South Carolina, 1976, as amended, a one percent sales and use tax.

(b) A successful referendum was held in the County on November 6, 2012, which approved the use of the sales and use tax (the “Penny”) for infrastructure projects (the “Infrastructure Projects) and the continuation of the operation of the Central Midlands Regional Transit Authority (“CMRTA”) mass transit system.

(c) Pursuant to the Penny Ordinance and the successful referendum, Penny was imposed beginning May 1, 2013.

(d) County Council has been advised that the proper administration of the program requires certain amendments and supplements to the Penny Ordinance.

(e) County Council has been advised that certain actions taken which should have been approved by an ordinance which should now be ratified and confirmed.

(f) Pursuant to Supreme Court Opinion No. 27775 filed on March 7, 2018, in the matter of Richland County, South Carolina, Appellant/respondent and Central Midlands Regional Transit Authority, Respondent v. The South Carolina Department of Revenue and Rick Reams, III, in his official capacity as its Director, Respondents/Appellants, v. Richland PDT, a joint venture consisting of M.B. Kahn Construction Co. Inc., ICA Engineering, Inc., and Brownstone Construction Group, LLC, as a unit and Individually, Third-Party Defendants, the Circuit Court has approved guidelines (the “Guidelines”) related to the proper expenditure of the Penny in an Order dated April 12, 2018, and County Council has been advised that the Guidelines should be adopted in this Ordinance.

SECTION 2. Amendment to Ordinance No. 039-12HR Section 3(b) of the Penny Ordinance is hereby deleted in its entirety and amended to read as follows:

(b) Any outside agencies, political subdivisions, or organizations receiving an appropriation of funds from the Sales and Use Tax shall submit budget requests for funding up to the amount authorized by the referendum for each project in accordance with procedures and schedules established by the County Administrator, a copy of which is attached hereto as Attachment 1 and incorporated herein by reference. Additional project's costs beyond the authorized Penny Ordinance referendum amount shall be funded by the outside agencies, political subdivisions, or organizations. The County Administrator shall prepare the proposed budget for the Sales and Use Tax and submit it for approval to County Council in accordance with the biennium operating and capital budget process describing the important features of the proposed budget.

County Council shall adopt prior to the beginning of each fiscal year the budget ordinance for expenditures of Sales and Use Tax revenues. In the annual budget process, County Council will appropriate funds for each transportation project aggregate category (based on the total costs of the projects within each aggregate category) included in Appendix A of Ordinance 039-12HR. The aggregate categories are as follows:

- Widening;
- Special;
- Intersection; and
- Interchange.
- Programs:
  - Local Road Resurfacing;
  - Dirt Road Paving;
  - Access Management & Complete Streets Initiatives;
  - County-wide Corridor Improvement Plan;
  - County-wide Thoroughfare Plan; and
  - County-Wide HOV Lane Study, and Intelligent Transportation System).
- Bike/Pedestrian/Greenways:
  - Intersection;
  - Greenways;
  - Sidewalks; and
  - Bikeways.

Pursuant to the budgetary authority granted through this Ordinance, the County Administrator or his/her designee is authorized to move funds within each project aggregate category in the event that there are minor changes to a project(s) as long as the aggregate project category approved budget is not increased. A minor change is defined as an increase or decrease of no more than 10% of the approved budgeted amount. If a change exceeds these thresholds, it will be deemed a significant change which will require County Council approval through a budget amendment process. Prior to the approval or implementation of any change (minor or significant), proper documentation must be provided with the change request.

County Council may make changes to the scope of projects and/or supplemental appropriations for the Sales and Use Tax following the same procedures prescribed for the

enactment of other ordinances and/or budget ordinances, respectively. The provisions of this section shall not be construed to prohibit the transfer of funds appropriated in the annual transportation budget for the Sales and Use Tax for purposes other than as specified in the annual transportation budget when such transfers are approved by County Council. In the preparation of the transportation budget, County Council may require any reports, estimates, and statistics from any county agency or department as may be necessary to perform its duties as the responsible fiscal body of the County.

Upon County Council's approval of the transportation capital budget, through the budget process, the County Administrator shall enter into intergovernmental agreements with other political subdivisions for the completion of transportation infrastructure projects within those political subdivisions as approved by the Penny Ordinance and the referendum.

Except as specifically authorized by County Council, any outside agency, political subdivision or organization receiving an appropriation of the Sales and Use Tax shall provide to County Council an independent annual audit of its financial records and transactions and such other and more frequent financial information as required by County Council, all in form satisfactory to County Council.

**SECTION 3. Ratification of Prior Actions; Authorization of Future Actions.** County Council hereby ratifies and confirms the following actions previously taken by County Council and authorizes future actions to be taken by County Council:

(a) Approval on April 2, 2013, of a "list of criteria for prioritization of transportation penny projects," a copy of which is attached hereto as Attachment 2 and incorporated herein by reference; provided, however, County Council may approve future changes in the list of criteria by the adoption of a resolution identifying such changes;

(b) Approval on October 7, 2014, of a prioritized list of the Infrastructure Projects, a copy of which is attached hereto as Attachment 3 and incorporated herein by reference; provided, however, County Council may approve future changes in the prioritized list by the adoption of a resolution identifying such changes;

(c) Modifications to the scope of one or more Infrastructure Projects as shown on Attachment 4 attached hereto and incorporated herein by reference; provided, however, future changes to the scope of one or more Infrastructure Projects may be made through the process specified in Section 3(b) of Ordinance 039-12HR, as amended.

(d) Modifications to the referendum amount of one or more Infrastructure Projects as shown on Attachment 5 attached hereto and incorporated by reference; provided, however, changes to the scope of one or more Infrastructure Projects may be made through the process specified in Section 3(b) of Ordinance 039-12HR, as amended.

(e) The appropriation and expenditure of Penny revenue for fiscal year 2017-2018 and all preceding years since the inception of the collection of the Penny.

To the extent any of these actions resulted in changes or any future actions will result in changes to Exhibit A to the Penny Ordinance, such Exhibit A is deemed hereby to have been amended.

SECTION 4. Adoption of the Guidelines. County Council hereby adopts the Guidelines attached hereto as Attachment 6 and incorporated herein by reference.

SECTION 5. Miscellaneous.

(a) If any one or more of the provisions or portions hereof are determined by a court of competent jurisdiction to be contrary to law, then that provision or portion shall be deemed severable from the remaining terms or portions hereof and the invalidity thereof shall in no way affect the validity of the other provisions of this Ordinance; if any provisions of this Ordinance shall be held or deemed to be or shall, in fact, be inoperative or unenforceable or invalid as applied to any particular case in any jurisdiction or in all cases because it conflicts with any constitution or statute or rule of public policy, or for any other reason, those circumstances shall not have the effect of rendering the provision in question inoperative or unenforceable or invalid in any other case or circumstance, or of rendering any other provision or provisions herein contained inoperative or unenforceable or invalid to any extent whatever.

(b) This Ordinance shall be construed and interpreted in accordance with the laws of the State of South Carolina.

(c) The headings or titles of the several sections hereof shall be solely for convenience of reference and shall not affect the meaning, construction, interpretation, or effect of this ordinance.

(d) This Ordinance shall take effect immediately upon approval at third reading.

[Remainder of Page Intentionally Left Blank]

Enacted this \_\_\_\_ day of \_\_\_\_\_, 2018.

RICHLAND COUNTY, SOUTH CAROLINA

By: \_\_\_\_\_  
Joyce Dickerson, Chair  
Richland County Council

(SEAL)

ATTEST THIS \_\_\_\_ DAY OF  
\_\_\_\_\_, 2018:

\_\_\_\_\_  
Kimberly Roberts, Clerk to County Council

RICHLAND COUNTY ATTORNEY'S OFFICE

\_\_\_\_\_  
Approved As To LEGAL Form Only  
No Opinion Rendered As To Content

Date of First Reading:

Date of Second Reading:

Date of Public Hearing:

Date of Third Reading:

ATTACHMENT 1

Transportation Budget Requests, Schedules and Procedures

(See Attached)

ATTACHMENT 2

List of criteria for prioritization of transportation penny projects

(See attached)

ATTACHMENT 3

Prioritized list of the Infrastructure Projects

(See Attached)

ATTACHMENT 4

Modifications to the scope of one or more Infrastructure Projects

(See Attached)

ATTACHMENT 5

Guidelines

(See Attached)



# **Prioritization Of Transportation Penny Projects**



October 7, 2014

Mr. Rob Perry, PE  
Transportation Director  
Richland County Government  
2020 Hampton St.  
Columbia, SC 29201

RE: Richland County Transportation Penny Program – Project Prioritization

Mr. Perry:

Enclosed you will find the Program Development Team's (PDT) initial project prioritization of the Richland County Transportation Penny Program. These rankings have been previously distributed in draft form and modified based on comments from the Richland County Transportation Department, Transportation Penny Advisory Committee, and County Council Transportation ad-hoc Committee.

Based on these comments, minor modifications to the ranking criteria have been incorporated by the program development team to better facilitate decision-making. For bikeway, sidewalk and pedestrian improvement projects, additional criteria relating to connectivity to schools, businesses and transit facilities as well as existing conditions have been utilized, following input from the Richland County Transportation Ad Hoc Committee, TPAC and other community organizations. Since the original draft release, the greenway projects have been grouped from 14 to 9 in this submittal, however it is recommended as the CTIP is developed these 9 will be expanded back to 14 to allow for more flexibility in letting and construction scheduling.

The PDT has prioritized the projects within each project category. You will find our interpretations/definitions of the criteria along with the weights that we applied to each criteria. We have pulled out the projects that are part of our quick start program, the six design-build intersections, and those projects that are already under development by the SCDOT.



We look forward to working with the County on finalizing the prioritization of these projects. If you have any questions or comments, please don't hesitate to contact me at (803) 261-7942 or [dbeaty@richlandpenny.com](mailto:dbeaty@richlandpenny.com).

Sincerely,

David Beaty  
Deputy Program Manager

# **Criteria for Prioritization of Transportation Penny projects**

**(Council approval - April 2, 2013)**

The following criteria were approved by Richland County Council. The criteria will provide a uniform process and analysis to evaluate project priorities. The first five bullets below are considered “Top Priority.” The remaining criteria are currently listed in no particular order. Please note that the Transportation Director, in consultation with the Project Management Team, will make recommendations to Council regarding applicable criteria for each category (ie, Widenings, Intersection Improvements, Greenways, etc.), as well as the “weights” for each criteria. These recommendations will be brought to Council for review and approval.

- **Public Safety (Based on Accident Data, etc.)**
- **Potential for Economic Development (Based on Assessment of Short-Term, Intermediate, and Long-Term Development Potential as a Result of the Proposed Improvement)**
- **Right of Way Obtained (Projects with obtained ROW will take less time to complete)**
- **Design Work Completed**
- **Dedicated Funds (Federal, State, Grants, etc.)**

- **Traffic Volume and Congestion (Based on Current Traffic Volumes and Associated Level-of-Service Condition)**
- **Truck Traffic (Based on Current Volume and Average Daily Truck Traffic Estimates)**
- **Pavement Quality Index (Based on Pavement Condition Assessments; Pavement Maintenance Costs)**
- **Environmental Impact (Based on Assessment of Potential Impacts to Natural, Social, and Cultural Resources. Projects involving floodplain and wetlands issues will require extra permitting and potential mitigation, which may extend schedules. )**
- **Alternative Transportation Solutions (Based on Surrounding Population and Employment Characteristics to Support Transit Service as a Potential Alternative or in Addition to a Proposed Improvement; Transportation Penny is a Multi-Modal Program)**
- **Consistency with Local Land Use Plans and Neighborhood Improvement Plans**
- **Sequencing / Practicality (Some projects may overlap (ie, sidewalks may be constructed in an area that may also have intersection improvements planned). These projects should be scheduled in a practical**

**sequence so that no funds or efforts are wasted.)**

- **Connectivity**

**Proposed Greenway Prioritization Criteria <sup>1</sup>**

Existing concept plans or designs for a greenway.

Percentage of a proposed greenway route with secured ROW easements, County-owned parcels or potential County fee-simple parcel acquisitions required for the greenway.

Greenway acquisition, construction and maintenance costs based on updated route and design information.

Connectivity to existing public trails, greenways, and public lands such as national, State or County parks.

Potential number of local users located directly along each section of the greenway.

Potential number of users not located directly along each section of the greenway.

Potential linkage to “blue trails” along greenways adjacent to a stream segment.

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<sup>1</sup> Additional beyond current overall criteria

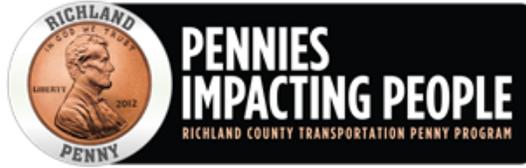


# Definition and Weighting of Criteria for Prioritization of Transportation Penny Projects

Richland County Council approved the following 13 criteria for prioritizing the roadway widenings, intersections and special projects for their Transportation Penny Program. The criteria will be utilized to rank the projects within each category of the program. The first five criteria are to be considered “Top Priority”.

- Public Safety
- Potential for Economic Development
- Right of Way Obtained
- Design Work Completed
- Dedicated Funds
- Traffic Volume and Congestion
- Truck Traffic
- Pavement Quality Index
- Environmental Impact
- Alternative Transportation Solutions
- Consistency with Local Land Use Plans and Neighborhood Improvement Plans
- Sequencing / Practicality
- Connectivity

The Program development team recommends the following weightings and definitions of the criteria.



## **Weighting of Criteria**

Since the first five criteria are considered “Top Priority”, it is recommended their total weight equal a maximum of 60% out of a possible 100. The individual weights of these five are as follows:

- Public Safety - 15%
- Potential for Economic Development - 10%
- Right of Way Obtained - 15%
- Design Work Completed - 10%
- Dedicated Funds - 10%

The remaining eight criteria are recommended to carry the following weights:

- Traffic Volume and Congestion - 7%
- Truck Traffic - 5%
- Pavement Quality Index - 4%
- Environmental Impact - 5%
- Alternative Transportation Solutions - 4%
- Consistency with Local Land Use Plans and Neighborhood Improvement Plans - 5%
- Sequencing / Practicality - 4%
- Connectivity - 6%



## Definition of Criteria

The criteria are recommended to be defined and utilized in the following manner:

**Public Safety (15 Points)** - will utilize accident data obtained through SCDOT and consider accidents/mile and fatalities/mile. The data will be scored on a sliding scale of 0-7.5 for each of the data sets. The highest value of each data set will be divided by 7.5, which will create a denominator. This denominator will be used to determine the weighted scores. Those two values will then be combined to determine the total project Safety score.

The following is an example of how the weighted scores are calculated:

	Criteria Data		Weighted Score		Total Score
	Acc./Mile	Fatal./Mile	Acc./Mile	Fatal./Mile	
Atlas Rd.	31.87	0.00	1.92	0.00	1.92
Bluff Rd.	124.54	0.38	7.50	4.50	12.00
Blythewood	45.33	0.00	2.73	0.00	2.73
Blythewood	4.73	0.00	0.29	0.00	0.29
Broad River	3.85	0.00	0.23	0.00	0.23
Clemson Rd.	46.68	0.45	2.81	5.35	8.16
Lower Richland	36.98	0.00	2.23	0.00	2.23
Pineview Rd.	31.00	0.00	1.87	0.00	1.87
Polo Rd.	8.49	0.00	0.51	0.00	0.51
Shop Rd.	25.40	0.64	1.53	7.50	9.03
Spears Creek Church Rd.	34.06	0.00	2.05	0.00	2.05
	16.61	0.08			

Calculations of all criteria are provided at the end of each project category.



**Potential for Economic Development (10 Points)** - Projects will be evaluated to determine the potential Short-Term, Intermediate, and Long-Term Development base on the County's 12/15/2009 Future Land Use Map. Projects scores will be distributed as follows:

- Short Term - Within Priority Investment or Suburban Boundaries - 10 points
- Intermediate - Within Urban Village, Urban or Municipal limits - 6.5 points
- Long Term - All other areas - 3.25 points

**Right of Way Obtained (15 Points)** - ROW status will be obtained from SCDOT or other project participants to determine the percentage of ROW obtained to date based on dollars expended vs. dollars budgeted for ROW. The ROW scores will be distributed based on a sliding scale of 0-15. The highest percentage of ROW obtained will be divided by 15, which will create a denominator. This denominator will be used to determine the weighted scores for ROW.

**Design Work Completed (10 Points)** - Design status will be obtained from SCDOT or other project participants to determine the percentage of design completed to date based on Preliminary Engineering dollars expended vs. dollars budgeted for Preliminary Engineering. The Design scores will be distributed based on a sliding scale of 0-10. The highest percentage of Design completed will be divided by 10, which will create a denominator. This denominator will be used to determine the weighted scores Design.

**Dedicated Funds (10 Points)** - Funding status will be obtained from SCDOT or other project participants to determine the percentage of funds have been dedicated to date based on the estimated costs for the project as a whole. The Funding scores will be distributed based on a sliding scale of 0-10. The highest percentage of Funding dedicated will be divided by 10,



which will create a denominator. This denominator will be used to determine the weighted scores for Funding.

**Traffic Volume and Congestion (7 Points)** - Current Traffic Volumes will be obtained from SCDOT and the Level-of-Service (LOS) will be determined based on the current volumes and SCDOT's Travel Demand Models. The Traffic scores will be distributed based on a sliding scale of 0-6. The highest value of Traffic will be divided by 6, which will create a denominator. This denominator will be used to determine the weighted scores for Traffic. Each Traffic score will receive an additional point if the project is consider congested (LOS = D, E or F).

**Truck Traffic (5 Points)** - Current Truck Traffic Volumes will be obtained from SCDOT. The Truck scores will be distributed based on a sliding scale of 0-5. The highest value of Trucks will be divided by 5, which will create a denominator. This denominator will be used to determine the weighted scores for Truck Traffic.

**Pavement Quality Index (4 Points)** - Current Pavement Quality Indexes (PQI) will be obtained from SCDOT. The PQI scores will be distributed based on a sliding scale of 0-4. The highest value of PQI will be divided by 4, which will create a denominator. This denominator will be used to determine the weighted scores for PQI. This value will then be subtracted from 4 to determine the project PQI score.

**Environmental Impact (5 Points)** - projects will be assessed on the potential conflicts with wetlands, cultural/natural resources via RC GIS website. The scoring will be distributed in the following manner:

	Conflict	Potential Conflict	No Conflict
Wetlands	0	1.25	2.5
Cultural/Natural	0	1.25	2.5



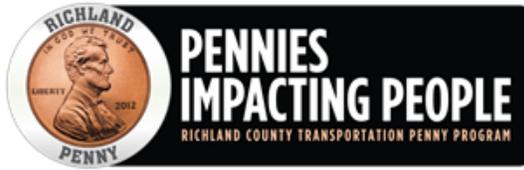
The above values will be summed to produce the overall Environmental score.

**Alternative Transportation Solutions (4 Points)** - Projects will be compared to the current COMET routes. Those that are within current routes will receive a full 4 points.

**Consistency with Local Land Use Plans and Neighborhood Improvement Plans (5 Points)** - Scores will be utilized from the previous study for Richland County. The highest point total for Land Use will be divided by 5, which will create a denominator. This denominator will be used to determine the weighted scores for Land Use.

**Sequencing / Practicality (4 Points)** - Projects will be reviewed to see if they fall within the limits of other project types. Those that fall in other project limits will receive an additional point for each project overlapped. The highest point total for Sequencing will be divided by 4, which will create a denominator. This denominator will be used to determine the weighted scores for Sequencing.

**Connectivity (6 Points)** - projects will be reviewed for connectivity of like project type. (i.e. if a 5 lane project that connects two existing 5 lane section, it will receive a points.) The highest point total for Connectivity will be divided by 6, which will create a denominator. This denominator will be used to determine the weighted scores for Connectivity.



## Prioritization of Widening Projects

<u>Ranking</u>	<u>Total Score</u>	<u>Council District</u>	<u>Project Names</u>	<u>Begin Location</u>	<u>End Location</u>	<u>Length</u>	<u>Special Typical</u>	<u>2012 Original Budget</u>
1	73.73	7, 8, 9	Hardscrabble	SC 555 Farrow Rd.	Lake Carolina Blvd.	6.15	5-lane	\$ 29,860,800
2	47.62	9, 10	Clemson Rd.	Old Clemson Rd.	Sparkleberry Crossing	2.21	5-lane	\$ 23,400,000
3	47.34	11	Leesburg Rd.	Fairmont Rd	Lower Richland	3.75	5-lane	\$ 4,000,000
4	45.66	4	N. Main St.	Anthony Avenue	Fuller Avenue	1.50	4-lane	\$ 30,000,000
5	43.86	10	Bluff Rd.	I-77	Rosewood Dr.	2.63	5-lane	\$ 16,700,000
6	40.94	10	Shop Rd.	I-77	George Rogers Blvd.	3.15	5-lane	\$ 33,100,000
7	37.01	10, 11	Atlas Rd.	Bluff Rd.	Garners Ferry Rd.	2.82	3/5-lane	\$ 17,600,000
8	32.93	10, 11	Pineview Rd.	Bluff Rd.	Garners Ferry Rd.	2.94	3/5-lane	\$ 18,200,000
9	29.90	2, 7	Blythewood	Syrup Mill Rd.	I-77	0.75	5-lane	\$ 8,000,000
10	29.72	1	Broad River	Royal Tower Rd.	Peak Interchange	4.67	5/3-lane	\$ 29,000,000
11	28.14	9, 10	Spears Creek Church Rd.	Two Notch Rd	Percival Rd	2.53	5-lane	\$ 26,600,000
12	23.82	11	Lower Richland	Rabbit Run Rd.	Garners Ferry Rd.	0.54	5-lane	\$ 6,100,000
13	21.37	8, 9, 10	Polo Rd.	Mallet Hill Rd.	Two Notch Rd.	2.00	3-lane	\$ 12,800,000
14	14.29	2, 7	Blythewood	Syrup Mill Rd.	Winnsboro Rd.	3.38	3-lane	\$ 21,000,000



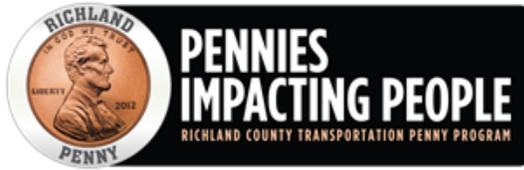
**- Priority Scoring of Widening -**

**Criteria Data**

Ranking	Total Score	Council District	Project Names	Public Safety						Traffic Volumes & Congestion						Environmental Impact	Alt. Transportation Solutions	Consistency w/ Local Land Use Plan	Sequencing / Practicality	Connectivity
				Accidents/Mile	Fatalities/Mile	Economic Development	ROW Obtained	Design Work Complete	Dedicated Funds	AADT	Functional Classification	LOS	% Trucks	Actual Trucks	PQJ					
1	73.73	7, 8, 9	Hardscrabble	120.16	0.33	10.00	1.38%	71.01%	54.93%	26,000.00	Minor Alt.	F	6.60	1,716.00	1.92	0.00	0.00	8.00	1.00	1.00
2	47.62	9, 10	Clemson Rd.	46.68	0.45	10.00	0.00%	0.00%	0.00%	20,900.00	Principal	F	10.00	2,090.00	1.77	3.75	0.00	6.00	3.00	2.00
3	47.34	11	Leesburg Rd.	30.93	0.00	10.00	0.00%	15.36%	87.88%	24,500.00	Minor Alt.	F	6.60	1,617.00	1.40	2.50	0.00	7.00	1.00	1.00
4	45.66	4	N. Main St.	87.33	0.00	6.50	0.09%	1.36%	29.74%	13,800.00	Principal	A	10.00	1,380.00	1.55	3.75	1.00	8.00	2.00	2.00
5	43.86	10	Bluff Rd.	124.54	0.38	6.50	0.00%	0.00%	0.00%	20,900.00	Principal	B	10.00	2,090.00	1.72	2.50	1.00	8.00	0.00	1.00
6	40.94	10	Shop Rd.	25.40	0.64	6.50	0.00%	0.00%	0.00%	16,600.00	Minor Alt.	F	14.64	2,430.24	2.55	0.00	1.00	5.00	1.00	2.00
7	37.01	10, 11	Atlas Rd.	31.87	0.00	10.00	0.00%	0.00%	0.00%	13,400.00	Minor	E	6.60	884.40	3.04	3.75	1.00	8.00	0.00	2.00
8	32.93	10, 11	Pineview Rd.	31.00	0.00	10.00	0.00%	0.00%	0.00%	14,500.00	Minor Alt.	F	6.60	957.00	1.96	1.25	1.00	8.00	0.00	1.00
9	29.90	2, 7	Blythewood	45.33	0.00	10.00	0.00%	0.00%	0.00%	7,000.00	Collector	C	8.70	609.00	2.24	3.75	0.00	8.00	1.00	1.00
10	29.72	1	Broad River	3.85	0.00	10.00	0.00%	0.00%	0.00%	24,200.00	Minor Alt.	F	4.84	1,171.28	2.92	2.50	0.00	7.00	0.00	1.00
11	28.14	9, 10	Spears Creek Church Rd.	34.06	0.00	10.00	0.00%	0.00%	0.00%	10,700.00	Minor Alt.	C	6.60	706.20	1.79	2.50	0.00	8.00	0.00	1.00
12	23.82	11	Lower Richland	36.98	0.00	10.00	0.00%	0.00%	0.00%	2,000.00	Collector	A	6.60	132.00	3.75	1.25	0.00	9.00	1.00	1.00
13	21.37	8, 9, 10	Polo Rd.	8.49	0.00	10.00	0.00%	0.00%	0.00%	8,000.00	Collector	C	6.50	520.00	3.76	0.00	0.00	6.00	1.00	1.00
14	14.29	2, 7	Blythewood	4.73	0.00	3.25	0.00%	0.00%	0.00%	3,000.00	Collector	A	8.70	261.00	4.04	3.75	0.00	8.00	1.00	0.00
				<b>16.61</b>	<b>0.08</b>					<b>4,333.33</b>				<b>486.05</b>	<b>1.01</b>		<b>1.80</b>	<b>0.75</b>	<b>0.33</b>	

**Weighted Scores**

Ranking	Total Score	Council District	Project Names	Public Safety						Traffic Volumes & Congestion						Consistency w/ Local Land Use Plan	Sequencing / Practicality	Connectivity	Total Score	Ranking
				Accidents/Mile	Fatalities/Mile	Economic Development	ROW Obtained	Design Work Complete	Dedicated Funds	AADT	LOS	Truck Traffic	PQJ	Environmental Impact	Alt. Transportation Solutions					
				<b>7.50</b>	<b>7.50</b>	<b>10.00</b>	<b>15.00</b>	<b>10.00</b>	<b>10.00</b>	<b>6.00</b>	<b>1.00</b>	<b>5.00</b>	<b>4.00</b>	<b>5.00</b>	<b>4.00</b>	<b>5.00</b>	<b>4.00</b>	<b>6.00</b>	<b>100.00</b>	
1	73.73	7, 8, 9	Hardscrabble	7.24	3.84	10.00	15.00	10.00	6.25	6.00	1.00	3.53	2.10	0.00	0.00	4.44	1.33	3.00	73.73	1
2	47.62	9, 10	Clemson Rd.	2.81	5.35	10.00	0.00	0.00	0.00	4.82	1.00	4.30	2.25	3.75	0.00	3.33	4.00	6.00	47.62	2
3	47.34	11	Leesburg Rd.	1.86	0.00	10.00	0.00	2.16	10.00	5.65	1.00	3.33	2.61	2.50	0.00	3.89	1.33	3.00	47.34	3
4	45.66	4	N. Main St.	5.26	0.00	6.50	0.98	0.19	3.38	3.18	0.00	2.84	2.46	3.75	4.00	4.44	2.67	6.00	45.66	4
5	43.86	10	Bluff Rd.	7.50	4.50	6.50	0.00	0.00	0.00	4.82	0.00	4.30	2.30	2.50	4.00	4.44	0.00	3.00	43.86	5
6	40.94	10	Shop Rd.	1.53	7.50	6.50	0.00	0.00	0.00	3.83	1.00	5.00	1.47	0.00	4.00	2.78	1.33	6.00	40.94	6
7	37.01	10, 11	Atlas Rd.	1.92	0.00	10.00	0.00	0.00	0.00	3.09	1.00	1.82	0.99	3.75	4.00	4.44	0.00	6.00	37.01	7
8	32.93	10, 11	Pineview Rd.	1.87	0.00	10.00	0.00	0.00	0.00	3.35	1.00	1.97	2.05	1.25	4.00	4.44	0.00	3.00	32.93	8
9	29.90	2, 7	Blythewood	2.73	0.00	10.00	0.00	0.00	0.00	1.62	0.00	1.25	1.78	3.75	0.00	4.44	1.33	3.00	29.90	9
10	29.72	1	Broad River	0.23	0.00	10.00	0.00	0.00	0.00	5.58	1.00	2.41	1.11	2.50	0.00	3.89	0.00	3.00	29.72	10
11	28.14	9, 10	Spears Creek Church Rd.	2.05	0.00	10.00	0.00	0.00	0.00	2.47	0.00	1.45	2.22	2.50	0.00	4.44	0.00	3.00	28.14	11
12	23.82	11	Lower Richland	2.23	0.00	10.00	0.00	0.00	0.00	0.46	0.00	0.27	0.28	1.25	0.00	5.00	1.33	3.00	23.82	12
13	21.37	8, 9, 10	Polo Rd.	0.51	0.00	10.00	0.00	0.00	0.00	1.85	0.00	1.07	0.27	0.00	0.00	3.33	1.33	3.00	21.37	13
14	14.29	2, 7	Blythewood	0.29	0.00	3.25	0.00	0.00	0.00	0.69	0.00	0.54	0.00	3.75	0.00	4.44	1.33	0.00	14.29	14



## Prioritization of Intersection Projects

<u>Ranking</u>	<u>Project Score</u>	<u>Council District</u>	<u>Project Names</u>	<u>Begin Location</u>	<u>End Location</u>	<u>2012 Original Budget</u>
*	Quick Start Program	8, 9	Clemson Rd./Rhame Road	Clemson Rd.	Rhame Rd./North Springs Rd.	\$ 3,500,000
*		2	Broad River Rd./Rushmore Rd.	Rushmore Rd.	Broad River Rd.	\$ 3,700,000
*		7	Farrow Rd./Pisgah Church Rd.	Farrow Rd.	Pisgah Church Rd.	\$ 3,600,000
*		8, 9	North Springs Rd./Risdon Rd.	North Springs Rd.	Risdon Way	\$ 1,800,000
*		8, 9	Summit Pkwy/Summit Ridge	Summit Pkwy	Summit Ridge Rd.	\$ 500,000
*		1	Kennerly Rd./Coogler Rd.	Kennerly Rd.	Coogler Rd./Steeple Ridge Rd.	\$ 1,900,000
			7	Wilson Blvd./Pisgah Church Rd.	Wilson Blvd.	Pisgah Church Rd.
1	52.52	7	Wilson Blvd./Killian Rd.	Wilson Blvd.	Killian Rd.	\$ 2,600,000
2	41.06	9, 10	Clemson Rd./Sparkleberry Rd.	Clemson Rd.	Sparkleberry Ln. (to Mallet Hill Rd.)	\$ 5,100,000
3	40.75	4	Bull Street/Elmwood Ave.	Bull St.	Elmwood Ave.	\$ 2,000,000
4	28.13	4	North Main St./Monticello Rd.	North Main St.	Monticello Rd.	\$ 5,400,000
5	22.66	2, 9	Hardscrabble Rd./Kelly Mill Rd.	Hardscrabble Rd.	Kelly Mill Rd./Rimer Pond Rd.	\$ 3,000,000
6	22.61	11	Garners Ferry Rd./Harmon Rd.	Garners Ferry Rd.	Harmon Rd.	\$2,600,000
7	16.23	8, 9	North Springs Rd./Harrington Rd.	North Springs Rd.	Harrington Rd.	\$ 2,000,000
8	12.77	9, 10	Screaming Eagle Rd./Percival Rd.	Screaming Eagle Rd.	Percival Rd.	\$ 1,000,000
*		Projects are part of Quick Start Program Design-Build Package				
		Projects has been completed by SCDOT				



**- Priority Scoring of Intersections -**

**Criteria Data**

Ranking	Total Score	Council District	Project Names	Public Safety						Traffic Volumes & Congestion						Environmental Impact	Alt. Transportation Solutions	Consistency w/ Local Land Use Plan	Sequencing / Practicality	Connectivity
				Accidents/Mile	Fatalities/Mile	Economic Development	ROW Obtained	Design Work Complete	Dedicated Funds	AADT	Functional Classification	LOS	% Trucks	Actual Trucks	PQI					
1	52.52	7	Wilson Blvd./Killian Rd.	22.00	0.00	10.00	1.32%	90.83%	57.97%	12,700.00	Minor Alt.	E	8.00	1,016.00	1.49	5.00	0.00	0.00	0.00	
2	41.06	9, 10	Clemson Rd./Sparkleberry Rd.	69.00	0.00	10.00	0.00	0.00	0.00	31,400.00	Principal	D	10.00	3,140.00	1.63	5.00	0.00	7.00	2.00	0.00
3	40.75	4	Bull Street/Elmwood Ave.	79.00	0.00	6.50	0.00	0.00	0.00	37,900.00	Principal	E	10.00	3,790.00	3.10	3.75	1.00	10.00	1.00	0.00
4	28.13	4	North Main St./Monticello Rd.	19.00	0.00	6.50	0.00	0.00	0.00	16,700.00	Principal	B	14.76	2,464.92	2.57	3.75	1.00	7.00	1.00	0.00
5	22.66	2, 9	Hardscrabble Rd./Kelly Mill Rd.	7.00	0.00	10.00	0.00	0.00	0.00	4,400.00	Minor Alt.	A	8.70	382.80	1.13	3.75	0.00	5.00	1.00	0.00
6	22.61	11	Garners Ferry Rd./Harmon Rd.	23.00	0.00	3.25	0.00	0.00	0.00	22,200.00	Principal	B	10.20	2,264.40	2.58	5.00	0.00	10.00	0.00	0.00
7	16.23	8, 9	North Springs Rd./Harrington Rd.	9.00	0.00	10.00	0.00	0.00	0.00	12,200.00	Collector	F	5.39	657.58	3.04	0.00	0.00	3.00	0.00	0.00
8	12.77	9, 10	Screaming Eagle Rd./Percival Rd.	4.00	0.00	3.25	0.00	0.00	0.00	9,900.00	Minor Alt.	C	11.40	1,128.60	1.29	3.75	0.00	0.00	0.00	0.00
				<b>10.53</b>			<b>0.00088</b>	<b>0.09083</b>	<b>0.057966</b>	<b>6,316.67</b>				<b>758.00</b>	<b>0.78</b>			<b>2.00</b>	<b>0.50</b>	

**Weighted Scores**

Ranking	Total Score	Council District	Project Names	Public Safety						Traffic Volumes & Congestion						Environmental Impact	Alt. Transportation Solutions	Consistency w/ Local Land Use Plan	Sequencing / Practicality	Connectivity	Total Score	Ranking
				Accidents/Mile	Fatalities/Mile	Economic Development	ROW Obtained	Design Work Complete	Dedicated Funds	AADT	LOS	Truck Traffic	PQI									
				<b>7.50</b>	<b>7.50</b>	<b>10.00</b>	<b>15.00</b>	<b>10.00</b>	<b>10.00</b>	<b>6.00</b>	<b>1.00</b>	<b>5.00</b>	<b>4.00</b>	<b>5.00</b>	<b>4.00</b>	<b>5.00</b>	<b>4.00</b>	<b>6.00</b>	<b>100.00</b>			
1	52.52	7	Wilson Blvd./Killian Rd.	2.09	0.00	10.00	15.00	10.00	10.00	2.01	0.00	1.34	2.08	0.00	0.00	0.00	0.00	0.00	0.00	52.52	1	
2	41.06	9, 10	Clemson Rd./Sparkleberry Rd.	6.55	0.00	10.00	0.00	0.00	0.00	4.97	1.00	4.14	1.90	5.00	0.00	3.50	4.00	0.00	41.06	2		
3	40.75	4	Bull Street/Elmwood Ave.	7.50	0.00	6.50	0.00	0.00	0.00	6.00	1.00	5.00	0.00	3.75	4.00	5.00	2.00	0.00	40.75	3		
4	28.13	4	North Main St./Monticello Rd.	1.80	0.00	6.50	0.00	0.00	0.00	2.64	0.00	3.25	0.68	3.75	4.00	3.50	2.00	0.00	28.13	4		
5	22.66	2, 9	Hardscrabble Rd./Kelly Mill Rd.	0.66	0.00	10.00	0.00	0.00	0.00	0.70	0.00	0.51	2.54	3.75	0.00	2.50	2.00	0.00	22.66	5		
6	22.61	11	Garners Ferry Rd./Harmon Rd.	2.18	0.00	3.25	0.00	0.00	0.00	3.51	0.00	2.99	0.67	5.00	0.00	5.00	0.00	0.00	22.61	6		
7	16.23	8, 9	North Springs Rd./Harrington Rd.	0.85	0.00	10.00	0.00	0.00	0.00	1.93	1.00	0.87	0.08	0.00	0.00	1.50	0.00	0.00	16.23	7		
8	12.77	9, 10	Screaming Eagle Rd./Percival Rd.	0.38	0.00	3.25	0.00	0.00	0.00	1.57	0.00	1.49	2.34	3.75	0.00	0.00	0.00	0.00	12.77	8		



## Prioritization of Special Projects

<u>Ranking</u>	<u>Total Score</u>	<u>Council District</u>	<u>Project Names</u>	<u>Begin Location</u>	<u>End Location</u>	<u>Length</u>	<u>Special Typical</u>	<u>2012 Original Budget</u>
1	48.00	5	Riverbanks Zoo Transportation - 1					\$ 2,000,000
2	40.02	5	Innovista 1 - Green 1	Assembly	Gadsden	0.3		\$ 12,000,000
3	38.58	10	Shop Road Ext. 1	Pineview	Longwood	1.0	4-lane	\$ 19,000,000
4	37.00	5	Innovista 2 - Green 2	Gadsden	Huger	0.3		\$20,000,000
5	20.62	10	Shop Road Ext. 2	Longwood	Garners Ferry	3.25	4-lane	\$52,000,000
6	17.75	5	Riverbanks Zoo Transportation - 2					\$2,000,000
7	13.75	2, 9	Kelly Mill			1.2	3-lane	\$ 4,500,000
8	12.92	10	Commerce Drive Improvements	Royster Street	Jim Hamilton Boulevard	0.3		\$ 5,000,000
9	12.00	5	Innovista 3 - Williams St.	Blossom	Senate			\$18,000,000



**- Priority Scoring of Special Projects-**

**Criteria Data**

Ranking	Total Score	Council District	Project Names	Public Safety						Traffic Volumes & Congestion						Environmental Impact	Alt. Transportation Solutions	Consistency w/ Local Land Use Plan	Sequencing / Practicality	Connectivity
				Accidents/Mile	Fatalities/Mile	Economic Development	ROW Obtained	Design Work Complete	Dedicated Funds	AAADT	Functional Classification	LOS	% Trucks	Actual Trucks	PQI					
1	48.00	5	Riverbanks Zoo Transportation - 1			6.50	100.00%	100.00%	84.21%							2.50	1.00		0.00	
2	40.02	5	Innovista 1 - Green 1			6.50	100.00%	90.00%	4.38%	N/A					N/A	5.00	1.00		0.00	
3	38.58	10	Shop Road Ext. 1			10.00	90.00%	70.00%	13.33%							2.50	0.00		1.00	
4	37.00	5	Innovista 2 - Green 2			6.50	100.00%	25.00%	0.00							5.00	1.00		1.00	
5	20.62	10	Shop Road Ext. 2			10.00	0.00%	25.00%	3.08%							3.75	0.00		1.00	
6	17.75	5	Riverbanks Zoo Transportation - 2			6.50	0.00%	0.00%	84.21%							1.25	0.00		0.00	
7	13.75	2, 9	Kelly Mill			10.00	0.00%	0.00%	0.00							3.75	0.00		0.00	
8	12.92	10	Commerce Drive Improvements			6.50	0.00%	0.00%	0.00	250.00			10.90		2.03	5.00	0.00		0.00	
9	12.00	5	Innovista 3 - Williams St.			6.50	0.00%	5.00%	0.00							5.00	0.00		0.00	
							0.06667	0.10000	0.08421										0.25	

NOTE : Items in red could not be measured across all projects and were therefor not considered in the ranking of these projects

**Weighted Scores**

Ranking	Total Score	Council District	Project Names	Public Safety						Traffic Volumes & Congestion						Environmental Impact	Alt. Transportation Solutions	Consistency w/ Local Land Use Plan	Sequencing / Practicality	Connectivity	Total Score	Ranking
				Accidents/Mile	Fatalities/Mile	Economic Development	ROW Obtained	Design Work Complete	Dedicated Funds	AAADT	LOS	Truck Traffic	PQI									
				7.50	7.50	10.00	15.00	10.00	10.00	6.00	1.00	5.00	4.00	5.00	4.00	5.00	4.00	6.00	100.00			
1	48.00	5	Riverbanks Zoo Transportation - 1			6.50	15.00	10.00	10.00					2.50	4.00		0.00		48.00	1.00		
2	40.02	5	Innovista 1 - Green 1			6.50	15.00	9.00	0.52					5.00	4.00		0.00		40.02	2.00		
3	38.58	10	Shop Road Ext. 1			10.00	13.50	7.00	1.58					2.50	0.00		4.00		38.58	3.00		
4	37.00	5	Innovista 2 - Green 2			6.50	15.00	2.50	0.00					5.00	4.00		4.00		37.00	4.00		
5	20.62	10	Shop Road Ext. 2			10.00	0.00	2.50	0.37					3.75	0.00		4.00		20.62	8.00		
6	17.75	5	Riverbanks Zoo Transportation - 2			6.50	0.00	0.00	10.00					1.25	0.00		0.00		17.75	5.00		
7	13.75	2, 9	Kelly Mill			10.00	0.00	0.00	0.00					3.75	0.00		0.00		13.75	6.00		
8	12.92	10	Commerce Drive Improvements			6.50	0.00	0.00	0.00					5.00	0.00		0.00		11.50	7.00		
9	12.00	5	Innovista 3 - Williams St.			6.50	0.00	0.50	0.00					5.00	0.00		0.00		12.00	9.00		



## Prioritization of Neighborhood Master Plans

<u>Ranking</u>	<u>Council District</u>	<u>Project Names</u>	<u>Begin Location</u>	<u>End Location</u>	<u>Original Cost</u>
<b>1</b>	<b>11</b>	<b>Southeast Richland</b>			<b>\$6,696,000</b>
		a. Garners Ferry East Streetscape	Lower Richland Blvd.	Hunting Creek Rd.	\$3,102,000
		b. Garners Ferry West Streetscape	Garners Ferry Sports Complex	Lower Richland Blvd.	\$2,629,000
		c. Rabbit Run Connector	Garners Ferry Sports Complex	Rabbit Run Connector	\$965,000
<b>2</b>	<b>4</b>	<b>Broad River</b>			<b>\$1,607,000</b>
		a. Neighborhood Sidewalk			\$378,000
		Brewer			(\$140,000)
		Clement			(\$34,000)
		Hart			(\$61,000)
		Pearl			(\$78,000)
		Wellesley			(\$65,000)
		b. New Pedestrian Pathway			\$462,000
		c. Streetscape Design			\$767,000
		Gibson			(\$321,000)
		McRae			(\$316,000)
		River			(\$130,000)
<b>3</b>	<b>8</b>	<b>Decker Boulevard</b>			<b>\$12,343,000</b>
		a. Decker Blvd Streetscape w/ underground Utilities	Trenholm	O'Neil	\$3,187,000
		b. Decker Blvd Streetscape w/ underground Utilities	O'Neil	Brookfield	\$4,183,000
		c. Decker Blvd Streetscape	Brookfield	Castle Pinckney	\$927,000
		d. Decker Blvd Streetscape	Castle Pinckney	Percival	\$817,000
		e. Intersection Improvements			\$817,000
		Trenholm			(\$400,000)
		O'Neil			(\$82,000)
		Brookfield			(\$118,000)
		Faraway			(\$121,000)
		Percival			(\$96,000)



<u>Ranking</u>	<u>Council District</u>	<u>Project Names</u>	<u>Begin Location</u>	<u>End Location</u>	<u>Original Cost</u>
		f. Brookfield Streetscape –Alt 2			\$880,000
		g. Priority Sidewalk			\$1,175,000
		Brookfield			(\$169,000)
		Faraway			(\$375,000)
		Boundary			(\$458,000)
		Hunt Club			(\$173,000)
		h. Pedestrian Connector			\$357,000
		Chatsworth to RNE HS			(\$110,000)
		Carriage House to Decker			(\$32,000)
		Trenholm to Decker			(\$215,000)
<b>4</b>	<b>8</b>	<b>Candlewood</b>			<b>\$1,850,000</b>
		a. Streetscape Design “B”			\$1,850,000
		Glenshannon Dr			(\$133,000)
		Almeda Dr			(\$65,000)
		Arcola Dr			(\$88,000)
		Athena Dr			(\$61,000)
		Cane Brake Cir			(\$117,000)
		Cane Brake Dr			(\$136,000)
		Cinderella Ct			(\$31,000)
		Colchester Dr			(\$138,000)
		Concourse Dr			(\$108,000)
		Green Springs Dr			(\$325,000)
		Harrington Ct			(\$43,000)
		Humble Dr			(\$73,000)
		Inway Ct			(\$55,000)
		Parliament Dr			(\$135,000)
		Reseda Dr			(\$113,000)
		Seton Hall Ct			(\$22,000)
		Sommerset Dr			(\$79,000)
		Splendor Dr			(\$62,000)
		Vega Dr			(\$66,000)



<u>Ranking</u>	<u>Council District</u>	<u>Project Names</u>	<u>Begin Location</u>	<u>End Location</u>	<u>Original Cost</u>
<b>5</b>	<b>7</b>	<b>Crane Creek</b>			<b>\$14,385,000</b>
		a. Major Streetscape Design			\$1,753,000
		Monticello			(\$1,414,000)
		Fairfield			(\$339,000)
		b. Minor Streetscape Design			\$4,845,000
		Crane Church			(\$1,339,000)
		Blue Ridge Terrace			(\$1,562,000)
		Heyward Brockington			(\$34,000)
		c. Neighborhood Sidewalk Design			\$1,245,000
		Lincolnshire North			(\$189,000)
		Dakota			(\$531,000)
		Remaining Streets (Roberson & Sea Gull)			(\$525,000)
		d. New Pedestrian Pathways			\$6,542,000
		Crane Creek Main			(\$2,072,000)
		Crane Church to Blue Ridge			(\$1,352,000)
		Heyward Brockington to Crane Creek			(\$1,688,000)
		Lincolnshire to Crane Creek			(\$731,000)
		East of Monticello			(\$407,000)
		Forrest Heights Elementary			(\$292,000)
<b>6</b>	<b>3</b>	<b>Trenholm Acres/Newcastle</b>			<b>\$5,390,658</b>
		a. Streetscape Design "A"			\$2,611,000
		Parklane			(\$537,000)
		Two Notch			(\$1,699,000)
		Fontaine			(\$375,000)
		b. Streetscape Design "B" (Shakespeare Rd only)			\$772,000
		c. Streetscape Design "C" (Nancy)			\$316,000
		d. Streetscape Design "D"			\$1,108,000
		Claudia			(\$365,000)
		Humphrey			(\$186,000)
		Sprott			(\$98,000)



<u>Ranking</u>	<u>Council District</u>	<u>Project Names</u>	<u>Begin Location</u>	<u>End Location</u>	<u>Original Cost</u>
		Warner			(\$345,000)
		Westmore			(\$114,000)
		e. Streetscape Design "E" (portions)			\$583,658
<b>7</b>	<b>2,4,5,7</b>	<b>Broad River Corridor</b>			<b>\$20,435,500</b>
		a. Greystone Blvd Urban Center Corridor			\$1,019,531
		b. Broad River Bridge/Greystone Connection			\$1,232,647
		c. Dutch Square/Greystone Connection			\$7,135,539
		d. Dutch Square/Bush River Road Urban Center			\$2,437,803
		e. St Andrews Corridor			\$3,688,325
		f. St Andrews/Dutch Square Connection (Zimalcrest to Seminole)			\$2,256,155
		Engineering Fees			\$2,665,500



## **Definition and Weighting of Criteria for Prioritization of Transportation Penny Projects:**

### **Greenways/Bikeways/Sidewalks/Pedestrian Improvements**

Richland County Council approved the following seven criteria for prioritizing the greenways for their Transportation Penny Program. The criteria will be utilized to rank the projects within each category of the program.

- Existing concept plans or designs for a project.
- Percentage of a proposed project route with secured right-of-way easements, county-owned parcels or potential county fee-simple parcel acquisitions required for the project.
- Acquisition, construction and maintenance costs based on updated route and design information.
- Connectivity to existing public trails, greenways and public lands such as national, state or county parks.
- Potential number of local users located directly along each section of the project.
- Potential number of local users not located directly along each section of the project.
- Potential linkage to “blue trails” along greenways adjacent to a stream segment.

For bikeway, sidewalk and pedestrian improvement projects, additional criteria relating to connectivity to schools, businesses and transit facilities as well as existing conditions are recommended by the program development team, following input from the Richland County Transportation Ad Hoc Committee, the TPAC and other community organizations, to better guide decision-making. Specific recommendations are included in their respective categories. Some of the existing conditions for the sidewalks, bikeways and pedestrian crossing have altered since inception of the infrastructure improvement program. This has been indicated in the rankings.

The goal of the project ranking criteria is to ensure consistency between the mix of projects and investments of the CTIP. These criteria are one tool with which to evaluate projects. Common evaluation criteria facilitate a documented process to track project progress.

Funding availability will determine if several projects can commence simultaneously or be grouped for simultaneous letting.



## Greenway Point System

The greenway ranking and validation process was carried out primarily within a GIS environment, data collected from local agencies, as well as by field observations to confirm existing conditions. The respective weights of each criteria was determined and refined with input from the County Transportation Director and Conservation Committee.

Descriptions of the points system is defined as follows:

**20 points** – Existing concept plans or designs for the project are in position or are under development. Up to 20 points are given to a project that has a completed master plan document and/or is ready for construction commencement.

**15 Points** - Percentage of a proposed project route with secured right-of-way easements, county-owned parcels or potential county fee-simple parcel acquisitions required for the project. Up to 15 points are given to projects that have secured right-of-way documentation. Fewer points are given to projects that have some level of verbal or written commitment to easement or right-of-way agreements.

**25 points** - Connectivity to existing public trails, greenways and public lands such as national, state or county parks. Connectivity offers more public use and enables a single project to link to a broader local or regional network of new or existing infrastructure. Thus, the highest points are assigned to this criteria.

**10 points** - Potential number of local users located directly along each section of the project. Up to 10 total points are given to projects that have more than 100,000 potential users within a 1-mile radius.

**2 points** - Acquisition, construction and maintenance costs based on updated route and design information. Projects that have undergone a re-assessment of unit costs, professional design fees, construction engineering inspection costs, utility relocation cost assumptions, right-of-way cost assumptions and contingency factors receive 2 points. Costs have been compared against recent SCDOT standards and local construction cost factors. To ensure all projects are considered objectively and equitably, this criteria was not given high maximum points.

**5 points** - Potential linkage to “blue trails” along greenways adjacent to a stream segment. Projects that link or potentially could link to a river or stream that enables users to use canoes or kayaks satisfy this criteria.

**1 point** - Potential number of local users not located directly along each section of the project. Projects that have potential users outside a 1-mile radius receive 1 point.



**A total of up to 77 points is the maximum achievable score. Project ranking is based on the highest score relative to criteria.**

### **Bikeway and Sidewalk Point System and Prioritization**

The bikeway and sidewalk ranking and validation process was carried out primarily within a GIS environment, data collected from local agencies, as well as by field observations to confirm existing conditions. The respective weights of each criteria was determined and refined with input from Richland County Council Transportation Ad Hoc Committee, the County Transportation Director and analysis of other recent and comparable programs in the region.

Projects that are included in road widenings are not prioritized, but are included for validation and confirmation.

Points are given for existing bikeways and sidewalks where maintenance is required.

For bikeways and sidewalks, it is suggested that the County approved criteria be slightly augmented to specifically address bikeway and sidewalk characteristics. The Program Development Team recommends additional criteria relating to connectivity, transit facility access and completeness of existing sidewalks be included in the prioritization and ranking of each project. To optimize flexibility and grouping variety, projects shall be prioritized into a high, medium or low category based on culminated point totals. The augmented point system for all criteria is as follows:

#### Applicable County approved criteria

**20 points** – Existing concept plans or designs for the project are in position or are under development. Up to 20 points are given to a project that has a completed master plan document and/or is ready for construction commencement.

**25 points** - Connectivity to existing public trails, greenways and public lands such as national, state or county parks. Connectivity offers more public use and enables a single project to link to a broader local or regional network of new or existing infrastructure. Thus, the highest point total is assigned to this criteria.

**2 points** - Acquisition, construction and maintenance costs based on updated route and design information. Projects that have undergone a re-assessment of unit costs, professional design fees, construction engineering inspection costs, utility relocation cost assumptions, right-of-way cost assumptions and contingency factors receive 2 points. Costs have been compared against recent SCDOT standards and local construction cost factors. To ensure all projects are considered objectively and equitably, this criteria was not given high maximum points.



Additional recommended criteria

**20 points** – Connectivity to schools within a ½ mile or less. Up to 20 points are awarded for this criteria.

**10 points** – Connectivity to major business centers within a ½ mile or less. Up to 10 points are given for this criteria.

**10 points** – Connectivity to a transit facility (bus station, bus route or bus stop) within ½ mile or less. Up to 10 points are given to a project that meets this criteria.

For bikeways and sidewalks, no points to be given for maintenance.

**A total of up to 82 points is the maximum achievable score. Total points are used to determine priority level.**

Prioritization levels:

**82 to 68** – High priority

**67 to 56** – Medium priority

**55 to 0** – Low priority

**Pedestrian Improvements Point System and Prioritization**

The pedestrian improvements ranking and validation process was carried out primarily within a GIS environment, data collected from local agencies, as well as by field observations to confirm existing conditions. The respective weights of each criteria was determined and refined with input from the County Transportation Director and analysis of other recent and comparable programs in the region.

Similar to the bikeways and sidewalks, pedestrian improvements play a vital role in promoting pedestrian traffic. Points are given where maintenance is required to enhance accessibility as well as for proximity to transit facilities and connectivity to greenways. The Program Development Team suggests that the County approved criteria be slightly augmented by this additional criteria to clearly define need/benefit.

Pedestrian improvements that appear to meet accessibility requirements and are complete are not prioritized, but are included for validation and confirmation.



Again, to optimize flexibility and grouping variety, projects shall be prioritized into a high, medium or low category based on culminated point totals. The augmented point system for all criteria is as follows:

Applicable County approved criteria

**25 points** - Connectivity to existing public trails, greenways and public lands such as national, state or county parks. Connectivity offers more public use and enables a single project to link to a broader local or regional network of new or existing infrastructure. Thus, the highest points are assigned to this criteria.

**2 points** - Acquisition, construction and maintenance costs based on updated route and design information. Projects that have undergone a re-assessment of unit costs, professional design fees, construction engineering inspection costs, utility relocation cost assumptions, right-of-way cost assumptions and contingency factors receive 2 points. Costs have been compared against recent SCDOT standards and local construction cost factors. To ensure all projects are considered objectively and equitably, this criteria was not given high maximum points.

Additional recommended criteria

**20 points** – Connectivity to schools within ½ mile or less. Up to 20 points are given to projects that meet this criteria.

**10 points** – Connectivity to major business centers within ½ mile or less. Up to 10 points are given to projects that meet this criteria.

**10 points** – Connectivity to a transit facility (bus station, bus route or bus stop). Up to 10 points are given.

**5 points** – Maintenance required to comply with accessibility regulations.

**A total of up to 72 points is the maximum achievable score. Total points are used to determine priority level.**

Prioritization levels:

**72 to 64** – High priority

**63 to 54** – Medium priority

**53 to 0** – Low priority



GREENWAY PROJECTS

Rank	Council District	Project Names	Description	Length	Transit	Existing Ped Facilities	Existing Bike Facilities	Existing Greenway	Proposed Bike Facilities	Existing Concept Plans	Secured ROW	Connectivity	Users Located on Proj. Section	Acquisition, Construction/Maintenance Costs Determined	Linkage To "Blue Trails"	Users Not Located on Proj. Section	Total Points	Comments
		<b>Greenways</b>								0-20 pts	0-15 pts	0-25 pts	5-10 pts	0-2 pts	0-5 pts	1 pt	77 pts max	
1	5, 10	Three Rivers Greenway Extension	The Saluda Riverwalk from I-26 to Congaree River where Saluda and Broad River join, bridge over the Broad River under I-126.	5.50	1	1	1	1	1	20	7.5	25	10	2	5	0	69.5	Existing with fully developed plan, serves more users, economic impact opportunities
2	4, 5	Lincoln Tunnel Greenway	Abandoned rail tunnel linking Finley Park to Earlewood Park to the north	1.73	1	1	0	1	1	20	7.5	25	8	2	0	0	62.5	Greenway continues north to River Dr. Existing with developed plan and ready for construction
3	6, 10	Gills Creek Section A	South end of Lake Katherine at Kilbourne Road to Congaree River	4.34	1	1	0	1	1	20	5	25	8	2	2	0	62	Greenway goes from Kilbourne to Shop Rd, then continues to Congaree River Easement agreement required from property owner for section extending from Bluff Rd. to Congaree River
4	5,10	Smith/Rocky Branch Section C	Rock Branch to Heyward Street	1.70	1	1	1	1	0	15	5	25	9	2	5	0	61	Connection to southern portion of Three Rivers Greenway at train bridge ROW within Vulcan property required Private funding available Rocky Branch to Harden Street: Granby Three Rivers Greenway to Olympia Ave (\$200K) - 4,000 LF Under Olympia Ave to Olympia Park (\$750K) (100 LF) Olympia Park to Assembly Street Optional connection: Train bridge north to Granby Park
5	6, 11	Gills Creek Section B	Along Wildcat Creek and Fort Jackson Perimeter parallel to Leesburg Road	5.38	1	1	0	1	1	10	2	25	7	2	5	0	51	Optional route: Kilbourne along Wildcat Creek, under I-77, cross Ft. Jackson Blvd, along Ewell Rd. and terminates at Fitzgibbons Dr.
6	4	Smith/Rocky Branch Section B	Clement Road to Colonial Drive	2.10	1	0	0	1	0	5	0	25	8	2	5	0	45	Greenway confirmed.
7	4	Smith/Rocky Branch Section A	Link existing northern portion of Three Rivers Greenway to Clement Road	0.83	1	1	0	1	1	5	0	25	5	2	5	0	42	Linkage at Smith Branch and northern portion of Three Rivers Greenway to Clement Road.
8	6	Gills Creek North Section C	From to Trenholm Road to Lake Katherine	0.67	1	0	1	0	1	5	2	20	5	2	5	0	39	Trenholm Rd. Plaza at Forest Dr. to Quail Lane at Lake Katherine
9	4	Crane Creek Section A	Monticello Road near I-20 to Three Rivers Greenway system	2.98	1	1	0	0	1	0	0	20	6	2	5	0	33	Greenway confirmed. Should extend to the spillway dam and not along I-20.
10	4	Crane Creek Section B	Secondary Branch leading to Smith Branch Greenway System.	0.89	1	1	0	0	1	0	0	10	5	2	5		22	Optional route: secondary branch from I-20 to Congaree River or from I-20 to Smith Branch at Clement Rd. PDT is locating a community representative.
11	3, 8	Columbia Mall Greenway	A Greenway which bypasses the congested areas around the Columbia Mall	1.25	1	1	1	0	1	0	0	15	5	2	0	0	22	Greenway confirmed. Possible link to greenway planned for the site of Richland Co. School District Elementary School #20.
12	3, 8	Polo/Windsor Lake Connector	Connects Polo Road to Windsor Lake Blvd.	0.75	0	0	0	0	1	0	0	15		2	0	1	18	Greenway extends from Alpine Rd. to Winsor Lake Blvd at I-77 overpass.
13	11	Woodbury/Old Leesburg Connector	Connects Woodbury Drive with Old Leesburg Road	0.22	1	1	0	1	1	0	0	5	5	2	0	1	13	Greenway confirmed. Extension to Leesburg Rd. recommended since it could connect with Gills Creek Section B. PDT locating a community representative.
14	7	Crane Creek Section C	Crane Forest	1.53	1	0	0	0	0	0	0	0	5	2	0	0	7	Greenway confirmed. PDT locating a community representative.
15	4	Dutchman Blvd Connector	Connects Dutchman Blvd.	0.20	1	0	0	0	1	0	0	0		2	0	1	3	Greenway should extend from Dutchman Blvd. to Lake Murray Blvd. Currently shown to terminate at Dutchman Blvd. cul-de-sac. PDT locating a community representative.

**BIKEWAY PROJECTS**

Priority	Rank	Council District	Project Names	Begin Location	End Location	Existing Concept Plans	Connectivity to Greenway	Acquisition, Construction/Maintenance Costs Determined	Connectivity to Schools	Connectivity to Business	Connectivity to transit	Partial to No Sidewalk/Bike way	Total Points	Comments
<b>Bikeways</b>						0-20 pts	0-25 pts	0-2 pts	0-20 pts	0-10 pts	10 pts (1 = 10 0=	5-15 pts	82 pts	
High Priority Projects	High	2, 4, 5	Broad River Rd	Harbison Blvd	Bush River Rd	0	25	2	20	10	10	15	82	None
	High	6	Fort Jackson Blvd	Devine St	Newell Rd	0	25	2	20	10	10	15	82	None
	High	4	Main St	Elmwood Ave	Sunset Dr	0	25	2	20	10	10	15	82	None
	High	5	Saluda Ave	Wheat St	Greene St	0	25	2	20	10	10	15	82	None, but Parking in some areas (Bikeway possible)
	High	5	Whaley St	Lincoln St	Pickens St	0	25	2	20	10	10	15	82	None
	High	5	Catawba St	Sumter St	Lincoln St	0	25	2	20	10	5	15	77	None
	High	5,6	Bonham Rd/Sweetbriar/Heathwood Cir/Devereaux Rd/Rickenbaker Rd/Kilbourne Rd	Blossom St	Fort Jackson Blvd	0	25	2	20	10	5	15	77	No existing bikelane///Several parking spaces on right side of Bonham///No curb or sidewalk on either side of Sweetbriar or Heathwood Circle///Partial sidewalk on both sides of Devereaux after crossing Devine///No sidewalks on Rickerbaker///Sidewalk on right side of Kilbourne until end at Ft. Jackson Blvd.
	High	5, 6	Gervais St/Gladden St/Hagood Ave/Page St/Senate St/Trenholm Rd/Webster St	Millwood Ave	Beltline Blvd	0	20	2	20	10	10	15	77	None
	High	5, 10	Heyward St/Marion St/Superior St	Whaley St	Wiley St	0	20	2	20	10	10	15	77	None
	High	5	Huger St/Lady St/Park St	Gervais St (east)	Gervais St (west)	0	20	2	20	10	10	15	77	None, but Parking in some areas (Bikeway possible)
	High	4	Calhoun St	Wayne St	Harden St	0	20	2	20	10	10	10	72	None, except Traveling toward Harden St. - Parking On Both Sides (Bikeways possible) - From Wayne St. to Sumter St.
	High	4	Chester St/Elmwood Ave/Wayne St	Hampton St	Park St	0	20	2	20	10	5	15	72	None
	High	5	College St/Laurens St/Oak St/Taylor St	Greene St	Elmwood Ave	0	25	2	20	10	5	10	72	None, except Traveling toward Elmwood Ave - Parking on Both Sides (Bikeways possible) - From Taylor St to Read St.
	High	4	Colonial Dr	Bull St	Slighs Ave	0	25	2	20		10	15	72	None
	High	3, 8	Decker Blvd/Parklane Rd/Two Notch Rd	Two Notch Rd	Percival Rd	0	25	2	20		10	15	72	None
	High	4, 5	Gervais St	Park St	Millwood Ave	0	25	2	20		10	15	72	None
	High	4, 5	Greene St	Bull St	Saluda Ave	0	25	2	20		10	15	72	None, but Parking on Both sides in some areas (Bikeway Possible)
	High	5	Harden St	Devine St	Rosewood Dr	0	25	2	20		10	15	72	None, but Parking in some areas
	High	4, 5	Pickens St	Washington St	Rosewood Dr	0	25	2	20		10	15	72	None, but Parking in some areas (Bikeway possible)
	High	5	Assembly St	Blossom St	Rosewood Dr	0	25	2	20		10	15	72	None
	High	5, 10	Assembly St	Blossom St	Rosewood Dr	0	25	2	20		10	15	72	None
	High	5, 6, 10	Rosewood Dr	Bluff Rd	Garners Ferry Rd	0	25	2	20		10	15	72	None
	High	4, 5	Senate St	Sumter St	Laurens St	0	25	2	20		10	15	72	None, but Parking in some areas (Bikeway possible)
	High	5	Whaley St	Lincoln St	Church St	0	15	2	20	10	10	15	72	None
	High	2	Broad River Rd/Lake Murray Blvd	I-26	Harbison Blvd	0	25	2	20		10	15	72	None
High	4	Main St	Calhoun St	Elmwood Ave	0	25	2	20		10	15	72	None	
Medium Priority Project	Medium	5	Gervais St	450' west of Gist St	Gist St	0	20	2	20		10	15	67	None
	Medium	3	Two Notch Rd	Beltline Blvd	Parkland Rd	0	20	2	20		10	15	67	None
	Medium	4	Edgefield St/Park St	Calhoun St	River Dr	0	25	2	20		5	15	67	None
	Medium	3, 8	Oneil Ct	Decker Blvd	Parklane Rd	0	25	2	20		5	15	67	None
	Medium	5	Sumter St	Blossom St	Wheat St	0	20	2	20		10	15	67	None, but Parking in some areas (Bikeway possible)
	Medium	4	Bull St	Elmwood Ave	Victoria St	0	20	2	20		10	15	67	None
	Medium	11	Leesburg Rd	Garners Ferry Rd	Semmes Rd	0	25	2	20		5	15	67	None
	Medium	5, 10	Ott Rd	Jim Hamilton Blvd	Blossom St	0	10	2	20	10	10	15	67	None
	Medium	5	Blossom St	Assembly St	Sumter St	0	25	2	20	10	10	15	62	None
	Medium	4	Clement Rd/Duke Ave/River Dr	Main St	Monticello Rd	0	25	2	20	10	5	15	62	None
	Medium	4, 5	Elmwood Ave	Wayne St	Proposed Greenway Connector	0	25	2	20	10	10	15	62	None
	Medium	5	Gervais St	Gist St	Huger St	0	25	2	20	10	10	15	62	None
	Medium	4	Hampton St	Pickens St	Harden St	0	25	2	20	10	10	15	62	None, but Parking on Both sides (Bikeway possible)
	Medium	4, 5	Main St	Pendleton St	Whaley St	0	25	2	20	10	10	15	62	None, but Parking on Both sides (Bikeway possible)
	Medium	6	Beltline Blvd	Rosewood Dr	Devine St	0	5	2	20	10	10	15	62	None
	Medium	2	Dutchman Blvd	Broad River Rd	Lake Murray Blvd	0	25	2	20	10	10	15	62	None, Road ends in a cul-de-sac, could extend over to Lake Murray, requires ROW
	Medium	6	Garners Ferry Rd	Rosewood Dr	True St	0	20	2	20		5	15	62	None
	Medium	4	Pickens St/Washington St/Wayne St	Hampton St (west)	Hampton St (east)	0	20	2	20		10	10	62	None, but Parking in some areas (Bikeway possible)
	Medium	5	Wheat St	Sumter St	Assembly St	0	20	2	20	10	10	10	62	Traveling toward Assembly St. - Bikeway Exists on Both Sides until Main St. - None until End
	Medium	2	Wilson Blvd.	I-77	Farrow Rd.	0	5	2	20	10	10	10	57	Will be completed as part of Wilson Blvd. improvements
	Medium	2	Hardscrabble Rd.	Farrow Rd.	Lee Rd.	0	5	2	15	10	10	15	57	Will be completed as part of Hardscrabble Widening Project
	Medium	2	Hardscrabble Rd.	Lee Rd.	Lake Carolina Blvd.	0	5	2	20	10	10	10	57	Will be completed as part of Hardscrabble Widening Project
	Medium	3, 8, 10	Alpine Rd	Two Notch Rd	Percival Rd	0	20	2	20	10	10	15	57	None
	Medium	3, 8	Trenholm Rd	South of Dent Middle School	Decker Blvd	0	20	2	20	10	10	15	57	None
	Medium	10	Shop Rd	Beltline Blvd	Pineview Dr	0	25	2	20	10	5	15	57	None
Medium	5	Wheat St	Harden St	King St	0	20	2	20	10	10	15	57	None	
Medium	5	Blossom St	Huger St	Assembly St	0	20	2	20	10	10	15	57	None	



### BIKEWAY PROJECTS

	Medium	5	Bull St/Henderson St/Rice St	Wheat St	Heyward St	0	25	2		10	5	15	57	None	
	Medium	5, 10	Holt Dr/Superior St	Wiley St	Airport Blvd	0	10	2	20		10	15	57	None	
	Medium	5	Huger St	Blossom St	Gervais St	0	20	2		10	10	15	57	None, but Parking in some areas (Bikeway possible)	
	Medium	3, 7, 8, 9	Two Notch Rd	Alpine Rd	Spears Creek Church Rd	0	20	2	20			15	57	None	
Low Priority Projects	Low	5	Catawba St/Tryon St/Whaley St/Williams St	Church St	Blossom St	0	20	2		10	5	15	52	None	
	Low	4	Beltline Blvd/Colonial Dr/Farrow Rd	Harden St	Academy St	0	5	2	20		10	15	52	None	
	Low	4, 5	College St	Lincoln St	Sumter St	0	10	2	20		10	10	52	Traveling toward Sumter St. - Parking On Both Sides (Bikeways possible) - From Begin to End	
	Low	4, 5	Greene St	Assembly St	Bull St	0	10	2	20	10	10	0	52	None, but Parking on Both sides in some areas (Bikeway Possible)///Majority of project complete	
	Low	4	Sumter St	Washington St	Senate St	0	10	2	20		10	10	52	None, but Parking on Both sides (Bikeway possible)	
	Low	2, 7	Blythewood Rd	Winnsboro Rd	Main St	0		1	20	10		5	15	51	None
	Low	10	Atlas Rd.	Bluff Rd.	Garners Ferry Rd.	Bluff Rd.	0	10	2	10	10	10	5	47	Will be completed as part of Atlas Road Widening Project
	Low	7, 8	Clemson Rd	Longtown Rd	Brook Hollow Dr		0	5	2	20		5	15	47	None
	Low	8, 9, 10	Clemson Rd	Summit Pky	Percival Rd		0	5	2	20		5	15	47	None
	Low	4, 5	Broad River Rd	Bush River Rd	Greystone Blvd		0	10	2		10	10	15	47	None
	Low	5	Lincoln St	Blossom St	Lady St		0	10	2		10	10	15	47	None
	Low	8, 9, 10	Polo Rd	Two Notch Rd	640' south of Mallet Hill Rd		0	20	2		10		15	47	None
	Low	6	Beltline Blvd/Devine St	Rosewood Dr	Chateau Dr		0	25			10	10		45	Traveling toward Chateau Dr. - Bikeway Exists on Both Sides- From N.Beltline Blvd to Falcon Dr.
	Low	10	Shop Rd	George Rogers Blvd.	Northway Rd		0	5	2	10	10	5	10	42	Will be completed as part of Shop Rd. Widening Project
	Low	10	Bluff Rd.	Berea Rd.	Beltline Blvd		0	5	2	0	10	10	15	42	Will be completed as part of Bluff Rd. Widening Project
	Low	10	Bluff Rd.	Rosewood Dr.	Berea Rd.		0	5	2	5	10	10	10	42	Will be completed as part of Bluff Rd. Widening Project
	Low	3	Beltline Blvd	Forest Dr	Valley Rd		0	5	2		10	10	15	42	None
	Low	2	Columbiana Dr	Lake Murray Blvd	Lexington County Line		0	0	2	20		5	15	42	None
	Low	5	Greene St	Assembly St	350' west of Lincoln St		0	10	2		10	10	10	42	None, but Parking on Both sides in some areas (Bikeway Possible)
	Low	4, 5	Pendleton St	Lincoln St	Marion St		0	10	2		10	10	10	42	None, but Parking on Both sides (Bikeway possible)
	Low	10	Shop Rd	Northway Rd.	Beltline Blvd		0	5	2	0	10	10	10	37	Will be completed as part of Shop Rd. Widening Project
	Low	10	Pineview Rd.	Bluff Rd.	Garners Ferry Rd.		0	5	2	0	10	10	10	37	Will be completed as part of Pineview Widening Project
	Low	1	Broad River Rd.	Royal Tower Rd.	Woodrow St.		0	5	2	5	10	10	5	37	Will be completed as part of US 176 Widening Project
	Low	2	Broad River Rd.	Lake Murray Blvd	Western Ln.		0	5	2	5	10	10	5	37	Will be completed as part of US 176 Widening Project
	Low	1	Dutch Fork Blvd.	Broad River Rd.	Rauch Metz		0	5	2	10	10	5	5	37	Will be completed as part of Dutch Fork Widening Project (not currently funded in the roadway projects list.)
	Low	4, 5	Broad River Rd	Greystone Blvd	Broad River Bridge		0	0	2		10	10	15	37	None
	Low	8	Clemson Rd	Brook Hollow Dr	Summit Pky		0	5	2		10	5	15	37	None
	Low	3	Craig Rd	Harrison Rd	Covenant Rd		0	0	2	20		5	10	37	None, except Traveling toward Covenant Rd - Unmarked bikeway on Right side- From N. Beltline Blvd to Covenant Rd.
Low	5	Blossom St	Williams St	Huger St		0	20				10		30	Traveling toward Huger St. - Bikeway Exists on the Right Side- From Williams St. to Huger St.	
Low	1	Broad River Rd	Woodrow St.	I-26 (Exit 97)		0	5	2	5		10	5	27	Will be completed as part of US 176 Widening Project	



### SIDEWALK PROJECTS

Priority	Rank	Council District	Project Names	Begin Location	End Location	Existing Concept Plans	Connectivity to Greenway	Acquisition, Construction/Maintenance Costs Determined	Connectivity to Schools	Connectivity to Business	Connectivity to transit	Partial to No Sidewalk/Bike way	Total Points	Comments
			<b>Sidewalks</b>			0-20 pts	10-25 pts	0-2 pts	10-20 pts	5-10 pts	5-10 pts	5-15 pts	80 pts	
Completed Projects	*	5	Blossom St	Williams St	Huger St									Traveling toward Huger St. - Sidewalk on Both Sides - Begin to End (Complete)///Connectivity to City/County SIB///High volume of development in area///Part of Bike/Ped Master Plan
	*	5	Gervais St	450' west of Gist St	Gist St									Traveling toward Gist St. - Sidewalk on Both Sides- From Begin to End (Complete)
	*	5	Gervais St	Gist St	Huger St									Traveling toward Huger St. - Sidewalk on Both Sides- From Begin to End (Complete)
High Priority Projects	High	5	Shandon St	Rosewood Dr	Heyward St	0	22	2	20	10	10	15	79	No Sidewalk at Present
	High	4	Jefferson St	Sumter St	Bull St	0	20	2	20	10	10	15	77	No Sidewalk at Present
	High	8	Polo Rd	Mallet Hill Rd	Alpine Rd	0	25	2	20	10	10	10	77	None ( Partial Right Sidewalk in front of apartment complex)
	High	5,6	Senate St	Gladden St	Kings St	0	25	2	20	5	10	15	77	No sidewalk at present///street passes a park
	High	10	Wiley St	Superior St	Edisto Ave	0	22	2	20	5	10	15	74	No sidewalk at present///Connects to neighborhood park that is not park of greenway system
	High		Harrison Road	Two Notch Rd	Forest Drive	0	20	2	15	10	10	15	72	No Sidewalk at Present
	High	6	Maple St	Kirby St	Gervais St	0	20	2	20	5	10	15	72	No Sidewalk at Present
	High	4	Mildred Ave	Westwood Ave	Duke Ave	0	20	2	20	5	10	15	72	No Sidewalk at Present
	High	4	Wildwood Ave	Monticello Rd	Ridgewood Ave	0	20	2	20	5	10	15	72	No sidewalk at present///Leads to neighborhood park on other side of Monticello Rd that is not part of greenway system
	High	3	Windover St	Two Notch Rd	Belvedere Dr	0	20	2	15	10	10	15	72	No Sidewalk at Present
	High	4	Sunset	Elmhurst Road	River Drive	0	25	2	20	10	10	5	72	Traveling toward River Dr. - None until 300ft before End - Sidewalk on Both Sides until End
	Medium Priority Projects	High	11	Leesburg Rd	Garners Ferry Rd	Semmes Rd	0	20	2	20	10	10	10	72
High		11	Lower Richland Blvd	Rabbit Run Rd	Garners Ferry Rd	0	20	2	20	7	5	15	69	No Sidewalk at Present
High		3	Magnolia St	Two Notch Rd	Pinehurst Rd	0	20	2	15	7	10	15	69	No Sidewalk at Present
Medium		9, 10	Clemson Rd	Two Notch Rd	Percival Rd	0	20	2	15	10	5	15	67	No Sidewalk at Present
Medium		4	Franklin St	Sumter St	Bull St	0	20	2	15	5	10	15	67	No Sidewalk at Present
Medium		5	Huger St	Blossom St	Gervais St	0	25	2	15	10	10	5	67	Traveling toward Gervais- Sidewalk on Both Sides until Devine St. - Sidewalk on Left side until Building corner- None Until Senate St. - Sidewalk on Both Sides until End
Medium		3, 8, 10	Alpine Rd	Two Notch Rd	Percival Rd	0	25	2	10	10	10	5	62	Traveling toward Two Notch - Sidewalk Existing on Right Side -Starting from Gardenia Dr. to Two Notch Rd. (Sidewalk and Bikeway shall be combined, thus lower costs)
Medium		5,10	Heyward St/Marion St/Superior/Holt St	Whaley St	Airport Blvd.	0	10	2	20	10	10	7	59	Entire length, sidewalk is primarily on one side of the street.
Medium		10	Royster St	Mitchell St	Superior St	0	10	2	15	7	10	15	59	No Sidewalk at Present
Medium		3	School House Rd	Two Notch Rd	Ervin St	0	10	2	10	10	10	15	57	No Sidewalk at Present
Medium		6	Pelham	Gills Creek Parkway	Garners Ferry Road	0	20	2	10	10	10	5	57	City priority list///Project complete, funds need to be redirected to Assembly Street Improvements to avoid losing existing earmark.
Medium		4	Calhoun St	Gadsden St	Wayne St	0	25	2	10	10	5	5	57	Traveling toward Wayne St. - Sidewalk On Both Sides- From Begin to End
Medium		6	Percival Road	Forest Dr	Decker Blvd	0	10	2	20	10	10	5	57	Traveling toward Decker Blvd. - Sidewalk on Right Side for 500' - None until Northshore Rd. - Left Side until End///Part of Bike/Ped Master Plan
Medium		5	Prospect	Wilmot Avenue	Yale	0	10	2	20	5	5	15	57	No Sidewalk at Present
Medium		5	Shandon St	Wilmot St	Wheat St	0	10	2	20	5	5	15	57	No Sidewalk at Present
Low		5, 10	Assembly St/Shop Rd	Whaley St	Beltline Blvd	0	15	2	10	10	10	5	52	Traveling toward Beltline Blvd. - Sidewalk on Left Side for 350' - None until End
Low		5	Bratton St	King St	Maple St	0	10	2	20	5	10	5	52	Traveling toward Maple St. - Sidewalk on Left Side for 100' - None until End
Low		8, 9, 10	Polo Rd.	Two Noth Rd.	Mallet Hill Rd.	0	20	2	20	5	5	5	52	Will be completed part of the Polo Rd. Widening Project
Low	4	Broad River Rd	Greystone Blvd	Broad River Bridge	0	20	2	10	10	10		52	Bike/Ped Master Plan	
Low	4, 5	Laurel St	Gadsden St	Pulaski St	0	25	2	10	5	5	5	52	Traveling towards Gadsden, sidewalk on both sides	
Low	7, 8, 9	Clemson Rd	Longwood Rd.	Two Notch Rd	0	10	2	20	10	5	5	52	/// Traveling toward Two Notch Rd. - Sidewalk on Right Side - From N. Springs to Town Center Place. Total road length is 4.48 miles, but only 1 mile of sidewalk in plan.	
Low	3	Koon	Malinda Road	Farmview Street	0	10	2	20	5	10	5	52	Traveling toward Farmview St. - Sidewalk on Left Side Until 500' after Prescott Rd. - None at Present until End	
Low	3, 7, 8, 9	Two Notch Rd	Alpine Rd	Spears Creek Church Rd	0	10	2	15	10	10	5	52	Traveling toward Spears Creek Church - Sidewalk Exists on Both Sides Until Rabon Rd - Sidewalk on Left until Lionsgate Dr. - None Until End	
Low	4, 5	Wayne St	Calhoun St	Laurel St	0	25	2	10	5	5	5	52	Traveling toward Laurel St. - None until Richland St. - Sidewalk on Left side until End	
Low	5	Lincoln St	Heyward St	Whaley St	0	10	2	10	7	10	10	49	Traveling toward Whaley St., no sidewalk on either side.	
Low	3	Pinehurst	Harrison Road	Forest Drive	0		2	20	10		5	47	Traveling toward Forest Drive - Sidewalk On Right Side Until End - (Left Sidewalk exists for a short amount distance before Forest Drive)///Portion complete, need to finish route to enhance safety///Park of Bike/Ped Master Plan	
Low	10	Bluff Rd.	Rosewood Dr.	Beltline Blvd.	0	15	2	10	10	10		47	Will be completed as part of the Bluff Rd. Widening Project	
Low	1	Broad River Rd.	Royal Tower Rd.	Woodrow St.	0	10	2	15	10	10		47	Will be completed as part of the US 176 Widening Project	
Low	2	Broad River Rd	Harbison Blvd	Bush River Rd	0	10	2	10	10	10	5	47	Bike/Ped Master Plan	
Low	6	Fort Jackson Blvd	Wildcat Rd	I-77	0	20	2	10	10	5	0	47	Traveling toward I-77 - Sidewalk on Both Sides - From Begin to End (Complete)	
Low	5	Tryon St	Catawba St	Heyward St	0	15	2	15	5	5	5	47	Traveling toward Heyward St. - Sidewalk On Both Sides until End	
Low	2	Broad River Rd/Lake Murray Blvd	I-26	Harbison Blvd	0	10	2	10	10	10	5	47	Traveling toward Harbison - Sidewalk Exists on Both Sides - From I-26 to Kinley Rd.	
Low	2	Columbiana Dr	Lexington County Line	Lake Murray Blvd	0	10	2	10	10	10	5	47	Traveling toward Lexington County Line - Sidewalk on Right Side - From Begin to End /// Sidewalk on Left Side at Begin, but not to the end.	
Low	4	Grand St	Shealy St	Hydrick St	0	10	2	20		10	5	47	Traveling toward Hydrick St. - Sidewalk on Right Side for 350' before Academy St. - None until Liberty St. - Sidewalk on the Right until Dead End	
Low	5	Lyon St	Gervais St	Washington St	0	10	2	20		10	5	47	Traveling toward Washington St. - Sidewalk on the Right Side until End	
Low	5	Park St	Gervais St	Senate St	0	10	2	10	10	10	5	47	Traveling toward Senate St. - Sidewalk on Left Side until End	
Low	11	Veterans	Garners Ferry Road	Wormwood Drive	0	10	2	10	10	10	5	47	Traveling toward Wormwood Drive - Sidewalk on Right Side until End	
Low	11	Atlas Rd	Fountain Lake Way	Garners Ferry Rd.	0	10	2	10	10	10		42	Will be completed as part of the Atlas Rd. Widening Project	
Low	2	Broad River Rd.	Lake Murray Blvd.	Western Ln.	0	10	2	10	10	10		42	Will be completed as part of the US 176 Widening Project	
Low	2	Blythewood Rd	I-77	Main St	0	10	2	10	10	5	0	37	Traveling toward Main St. - Sidewalk on Both Sides - Begin to End (Complete)	
Low	4	Colonial Dr/Farrow Rd	Harden St	Academy St	0	10	2	10	10		5	37	Traveling down Colonial Dr. toward Academy St. - Sidewalk on Both Sides- From Begin to End /// Traveling down Farrow Rd. toward Academy St. - Sidewalk on Right Side, except after Booker St.- Sidewalk on Both Sides	
Low	6,11	Veterans	Coachmaker Road	Coatsdale Road	0	10	2	10	5	5	5	37	Traveling toward Coastdale Rd. - Sidewalk on Left Side until End	



## PEDESTRIAN IMPROVEMENT PROJECTS

Priority	Rank	Council District	Project Names	Connectivity to Greenway	Acquisition, Construction/Maintenance Costs Determined	Connectivity to Schools	Connectivity to Business	Connectivity to transit	Maintenance	Total Points	Comments
			<b>Pedestrian Improvements</b>	10-25 pts	0-2 pts	10-20 pts	5-10 pts	5-10 pts	0-5 pts	62 Pts max	
Completed Projects	*	4,5	Broad River Rd and Bush River Rd								Project complete
	*	5	Devine St and Harden St/Santee Ave								Project complete
	*	5	Huger St and Blossom St								Project complete
	*	5	Rosewood Dr and Ott Rd								Project complete
	*	5,10	Rosewood Dr and Marion St								Project complete
	*	4	Main St and Elmwood Ave								Project complete
	*	4	Main St and Laurel St								Project complete
	*	4	Main St and Blanding St								Project complete
	*	3	Two Notch Rd and Maingate Dr/Windsor Lake Blvd								Project complete///Ped operated traffic control on northeast corner///Sidewalks and handicap access points
High Priority Projects	High	4	Elmwood Ave and Park St	25	2	20	10	10	5	72	Ramps present and appear to be ADA compliant. No detectable surface.
	High	5, 6	Rosewood Dr and Beltline Blvd	25	2	20	10	10	5	72	Ramps present and appear to be ADA compliant. No detectable surface.
	High	5	Blossom St and Saluda Ave	25	2	20	10	10	2	69	Detectable surface present at some ramps, ramps appears to be ADA compliant
	High	4	Assembly St and Laurel St	25	2	15	10	10	5	67	Ramps present and appear to be ADA compliant. No detectable surface.
	High	4,5	Harden St and Gervais St	25	2	15	10	10	2	64	Detectable surface present at some ramps, ramps appears to be ADA compliant
	High	5	Huger St and Gervais St	25	2	15	10	10	2	64	Detectable surface present at some ramps, ramps appears to be ADA compliant
Medium Priority Projects	Medium	4,5	Assembly St and Washington St	20	2	15	10	10	5	62	Ramps present and appear to be ADA compliant. No detectable surface.
	Medium	3, 7	Two Notch Rd and Decker Blvd/Parklane Rd	20	2	15	10	10	5	62	One crosswalk on southwest lane of Two Notch///Sidewalk and Handicap Access Points at all four corner
	Medium	5	Huger St and Lady St	25	2	10	10	10	2	59	Detectable surface present, ramps appears to be ADA compliant
	Medium	4	Assembly St and Calhoun St	20	2	10	10	10	5	57	All except one curb are handicap accessible - Facing North on Assembly St. - The bottom left corner in need of improvement
	Medium	4	Elmwood Ave and Bull St	25	2	10	10	10		57	Included in roadway project
	Medium	5	Huger St and Greene St	25	2	10	10	10		57	Included in roadway project. No pedestrian access points
	Medium	5	Rosewood Dr and Harden St	10	2	20	10	10	5	57	Ramps present and appear to be ADA compliant. No detectable surface.
	Medium	4,5	Assembly St and Gervais St	15	2	15	10	10	2	54	Detectable surface present, ramps appears to be ADA compliant
Low Priority Projects	Low	5	Rosewood Dr and Holly St	10	2	15	10	10	5	52	Ramps present and appear to be ADA compliant. No detectable surface.
	Low	5,10	Rosewood Dr and Pickens St	10	2	15	10	10	3	50	Detectable surface present at some ramps, ramps appears to be ADA compliant
	Low	4	Main St and Calhoun St	10	2	10	10	10	5	47	Ramps present and appear to be ADA compliant. No detectable surface.
	Low	5,6	Rosewood Dr and Kilbourne Rd	10	2	10	10	10	5	47	Ramps present and appear to be ADA compliant. No detectable surface.
	Low	3, 7	Two Notch Rd and Alpine Rd	15	2	15	5	5	5	47	No ramps present
	Low	8,9	Two Notch Rd and Brickyard Rd	10	2	10	10	5	5	42	Sidewalk and handicap access only on south corner///Ped operated traffic controls, but no crosswalk or handicap access points at other corners
Low	9	Two Notch Rd and Sparkleberry Ln	10	2	8	10	5	5	40	Ramps present and appear to be ADA compliant. No detectable surface.	

## Richland Penny Transportation Program Bikeway Status

Shared-Use Paths									
NUMBER	PROJECT NAME	TERMINI	TERMINI	STATUS	COMMENTS	CITY WALK BIKE PLAN	REFERENDUM AMOUNT	*PROGRAMME D COST	ESTIMATED COST
1 & 2	Assembly St (SC 48)	Blossom St (US 21)	Rosewood Dr (SC 16)	Design	Only Construct shared-use path from Whaley to Rosewood.	X	\$717,210	\$0	Cost included with sidewalk category
3	Clemson Rd (SC-52)	Summit Pky (City)	Percival Rd (SC 12)	Design	Summit to Old Clemson to be combined with Sidewalk Project. Old Clemson to near I-20 to be constructed with Widening and Intersection. I-20 to Percival unfeasible to construct.	X	\$1,641,468	\$1,641,468	Transfer funds to Widening and Intersection.
4	Broad River Rd (US 176)	Harbison Blvd (S-757)	Bush River Rd (S-31)	Programming	Coordinate with sidewalk from Harbison Blvd. to Bush River Rd.	X	\$321,115	\$0	Cost included with sidewalk category
5	Colonial Dr (S-73/City)	Bull St (SC 277)	Slighs Ave (S-2364)	Programming	Construct shared-use path from Bull St. to Harden Street after coordinating with Commons at Bull Street.	X	\$395,430	\$0	\$1,106,820
6	Broad River Rd/ Lake Murray Blvd ( US 176/SC 60)	I-26	Harbison Blvd (S-757)	Programming	Construct shared-use path from I-26 to Harbison Blvd.	X	\$14,282	\$0	Cost included with sidewalk category
7	Dutchman Blvd (City)	Broad River Rd (US 176)	Lake Murray Blvd (SC 60)	Programming	Construct shared-use path from Broad River Road to Lake Murray Blvd as part of NIP.		\$115,138	\$0	Cost included with NIP category.
8	Two Notch Rd (US 1)	Alpine Rd (S-63)	Spears Creek Church Rd (S-53)	Programming	Construct shared-use path from Sesquicentennial Park to Spears Creek Church Rd.	X	\$360,804	\$0	Cost included with sidewalk category
Restripe/ Narrow Lanes									
9	Main St (US 21)	Elmwood Ave (US 21)	Sunset Dr (SC 16)	Complete	Complete from Elmwood Ave. to River. Dr. Under construction from River. Dr. to Sunset Dr.	X	\$75,646	\$0	
10	Blossom St (US 21)	Williams St (City)	Huger St (US 21)	Complete	Complete.	X	\$41,564	\$0	
11	Greene St (City)	Assembly St (SC 48)	350'W of Lincoln St (City)	Complete	Complete.	X	\$19,388	\$0	
12	Trenholm Rd	South of Dent Middle School	Decker Blvd (S-151)	Complete	Complete.		\$123,919	\$0	
13	Wheat St(City/S-108)	Sumter St (S-177)	Assembly St (SC 48)	Complete	Bike lane currently marked on this route from S. Main to Sumter. Pedestrian overpass provides access from Sumter to beyond Assembly.	X	\$133,189	\$0	
14	Two Notch Rd (US 1)	Beltline Blvd (SC 16)	Parklane Rd (S-1036)	Complete	Completed by SCDOT.	X	\$2,435,039	\$0	
15	O'Neil Ct (S-1677)	Decker Blvd (S-151)	Parklane Rd (S-1036)	Complete	Completed by SCDOT.		\$85,675	\$0	
16	Blythewood Rd (S-59/S-2200)	Winnsboro Rd (US 321)	Main St (US 21)	Design	Only construct bike lanes from I-77 to Syrup Mill Rd as part of widening.		\$402,526	\$402,526	Transfer funds to Blythewood Widening.
17	Alpine Rd (S-36)	Two Notch Rd (US 1)	Percival Rd (SC 12)	Design	Provide wide shoulders.	X	\$1,536,100	\$1,536,100	Transfer funds to sidewalk category.
18	Clemson Rd (SC-52)	Longtown Rd (S-12051)	Brook Hollow Dr (City)	Programming	Combine with future SCDOT resurfacing project. SCDOT to construct.	X	\$1,099,106	\$0	
19	Clemson Rd (SC-52)	Brook Hollow Dr (City)	Summit Pky (City)	Programming	Combine with future SCDOT resurfacing project. SCDOT to construct.	X	\$116,481	\$0	
20	Beltline Blvd (SC 16)	Rosewood Dr (SC 16)	Devine St (US 76)	Programming	Combine with future SCDOT resurfacing project. SCDOT to construct.	X	\$25,547	\$0	
21	Leesburg Rd (SC 262)	Garners Ferry Rd (US 76)	Semmes Rd	Right of Way	SCDOT widening with bike lanes from Fairmont to Semmes. SCDOT to construct.	X	\$63,360	\$0	
22	Whaley St (City)	Lincoln St (City)	Pickens St (City).	Programming	Restripe from S. Main to Pickens.	X	\$438,198	\$40,500	
23	Beltline Blvd/Devine St (SC 16/US 76)	Rosewood Dr (US 76)	Chateau Dr. (S-2067)	Programming	Combine with future SCDOT resurfacing project. SCDOT to construct.	X	\$24,158	\$0	
24	Fort Jackson Blvd (SC 760)	Devine St (US 76)	Newell Rd (City)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$84,224	\$0	
25	Decker Blvd/ Parklane Rd/ Two Notch Rd	Two Notch Rd (US 1)	Percival Rd (SC 12)	Removed	Removed from Program due to SCDOT design restrictions.		\$129,698	\$0	
26	Beltline Blvd (SC 16)	Forest Dr (SC 12)	Valley Rd (S-1109)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$1,101	\$0	
27	BeltlineBlvd/Colonial Dr/Farrow Rd	Harden St (SC 555)	Academy St (City)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$6,636	\$0	
28	Broad River Rd (US 176)	Bush River Rd (S-31)	Greystone Blvd (S-3020)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$37,908	\$0	
29	Broad River Rd (US 176)	Greystone Blvd (S-3020)	Broad River Bridge	Removed	Removed from Program due to SCDOT design restrictions.	X	\$320,811	\$0	
30	Blossom St (US 21)	Assembly St (SC 48)	Sumter St (S-177)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$86,381	\$0	
31	Rosewood Dr (SC 16)	Bluff Rd (SC 48)	Garners Ferry Rd (US 76)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$211,179	\$0	
32	Huger St (US 21)	Blossom St (US 21)	Gervais St (US 1)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$256,861	\$0	
33	Garners Ferry Rd (US 76)	Rosewood Dr (SC 16)	True St (S-261)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$66,826	\$0	
34	Sumter St (S-177)	Washington St (City)	Senate St (City)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$19,306	\$0	

### Richland Penny Transportation Program Bikeway Status

35	Bull St (US 76)	Elmwood Ave (US 76)	Victoria St (City)	Removed	Removed from Program due to SCDOT design restrictions.		\$20,218	\$0	
36	Wheat St (City)	Harden St (City)	King St (City)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$4,351	\$0	
37	Blossom St (US 21)	Huger St (US 21)	Assembly St (SC 48)	Removed	SCDOT to replace Blossom St. bridge over R/R. Coordinate with SCDOT.	X	\$2,619,323	\$0	
38	Shop Rd (SC 768)	Beltline Blvd (SC 768)	Pineview Dr (SC 768)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$657,212	\$0	
39	Lincoln St (City)	Blossom St (US 21)	Lady St (City)	Removed	Removed from Program due to SCDOT design restrictions.	X	\$487,105	\$0	
<b>Funding Only</b>									
40	College St (City)	Lincoln St (City)	Sumter St (City)	Design	Funding provided to USC.	X	\$280,735	\$280,735	
41	Main St (S-3054/City)	Pendleton St (City)	Whaley St (City)	Design	Funding provided to USC.	X	\$49,814	\$49,814	
42	Pendleton St (City)	Lincoln St (City)	Marion St (City)	Design	Funding provided to USC.	X	\$31,680	\$31,680	
<b>Road Diet</b>									
43	Columbiana Dr (City)	Lake Murray Blvd (SC 60)	Lexington Cty Line	Removed	Removed from Program due to SCDOT design restrictions.	X	\$713,199	\$0	
44	Hampton St (SC 12/City)	Pickens St (City)	Harden St (SC-10)	Programming	Study as possible road diet.	X	\$31,699	\$0	\$1,281,800
45	Pickens St/ Washington St/ Wayne St	Hampton St W (SC 12)	Hampton St E (City)	Programming	Study as possible road diet.	X	\$68,391	\$0	\$2,095,250
46	Calhoun St (City)	Wayne St (City)	Harden St (SC 555)	Design	Study as possible road diet. Coordinate with Commons at Bull Street.	X	\$88,292	\$0	\$1,254,250
47	Pickens St (S-2027/City)	Washington St (City)	Rosewood Dr (SC 16)	Programming	Study as possible road diet and sharrows.	X	\$1,179,744	\$0	\$1,219,450
<b>Signs and Sharrows Routes</b>									
48	Catawba St (Local)	Sumter St	Lincoln St	Design	City of Columbia to maintain.	X	\$250,145	\$29,858	
49	Chester St/ Elmwood Ave/ Wayne St (S-1277/Local)	Hampton St	Park St	Design	City of Columbia to maintain.	X	\$12,094	\$88,044	
50	College St/ Laurens St/ Oak St/ Taylor St (Local/SC 12/S-530)	Greene St	Elmwood Ave	Design	City of Columbia to maintain.	X	\$16,331	\$118,668	
51	Greene St (Local)	Bull St	Saluda Ave	Design	City of Columbia to maintain.	X	\$359,251	\$43,639	
52	Heyward St/ Marion St/ Superior St (S-412/S-255/S-448/Local)	Whaley St	Wiley St	Design	City of Columbia to maintain.	X	\$9,748	\$70,435	
53	Saluda Ave (US 21/Local)	Wheat St	Greene St	Design	City of Columbia to maintain.	X	\$3,934	\$28,327	
54	Clement Rd/ Duke Ave/ River Dr (US-176/S-126)	Main St	Monticello Rd	Design	City of Columbia to maintain.	X	\$30,427	\$220,493	
55	Edgefield St/ Park St (S-159/S-99)	Calhoun St	River Dr	Design	City of Columbia to maintain.	X	\$16,464	\$119,434	
56	Elmwood Ave (S-116)	Wayne St	Proposed Greenway Connector	Design	City of Columbia to maintain.	X	\$3,893	\$28,327	
57	Catawba St/ Tryon St/Williams St/ Whaley St (Local)	Church St	Blossom St	Design	City of Columbia to maintain.	X	\$5,547	\$40,577	
58	Harden St (S-10/Local)	Devine St	Rosewood Dr	Programming	City of Columbia to maintain.	X	\$696,821	\$76,560	
59	Huger St/ Lady St/ Park St (US-21/Local)	Gervais St (east)	Gervais St	Programming	City of Columbia to maintain.	X	\$7,295	\$52,826	
60	Ott Rd (S-111/Local)	Jim Hamilton Rd	Blossom St	Programming	City of Columbia to maintain.	X	\$17,872	\$129,384	
61	Bonham Rd/ Devereaux Rd/ Heathwood Cir/Kilbourne Rd/ Rickenbaker Rd/ Sweetbriar Rd (S90/S95/S419/S196/Local)	Blossom St	Fort Jackson Blvd	Programming	City of Columbia to maintain.	X	\$21,691	\$156,948	
62	Greene St (Local)	Assembly St	Bull St	Programming	City of Columbia to maintain.	X	\$273,278	\$29,858	
63	Gervais St/Gladden St/Hagood Ave/Page St/Senate St/Trenholm Rd/Webster St (US1/S35/S190/S1998/S33/Local)	Millwood Ave	Beltline Blvd	Programming	City of Columbia to maintain.	X	\$22,913	\$166,135	
64	Senate St (Local)	Sumter St	Laurens St	Programming	City of Columbia to maintain.	X	\$462,572	\$50,530	
65	Bull St/ Henderson St/ Rice St (US-76/Local)	Wheat St	Heyward St	Programming	City of Columbia to maintain.	X	\$5,991	\$43,639	
66	Holt Dr/ Superior St (S-448/Local)	Wiley St	Airport Blvd	Programming	City of Columbia to maintain.	X	\$453,594	\$55,123	

### Richland Penny Transportation Program Bikeway Status

67	Main St (Local)	Calhoun St	Elmwood Ave	Programming	City of Columbia to maintain.	X	\$1,025	\$7,656	
68	Craig Rd (S-312)	Harrison Rd	Covenant Rd	Programming	City of Columbia to maintain.	X	\$6,684	\$48,233	
69	Whaley St (S-448)	Lincoln St	Church St	Programming	City of Columbia to maintain.	X	\$147,587	\$26,796	
70	Gervais St (US 1)	405'W of Gist St	Gist St	Programming	City of Columbia to maintain.	X	\$17,276	\$3,062	
71	Gervais St (US 1)	Gist St	Huger St	Programming	City of Columbia to maintain.	X	\$84,100	\$15,312	
72	Gervais St (US 1)	Park St	Millwood Ave	Programming	City of Columbia to maintain.	X	\$91,378	\$110,246	
73	Sumter St (S-177)	Blossom St	Wheat St	Programming	City of Columbia to maintain.	X	\$276,972	\$11,484	
<b>Widening Projects</b>									
74	Hardscrabble Rd (S-83)	Farrow Rd (SC 555)	Lee Rd (S-1050)	Construction	Managed by SCDOT.		\$0	\$0	
75	Hardscrabble Rd (S-83)	Lee Rd (S-1050)	Lake Carolina Rd (City)	Construction	Managed by SCDOT.		\$0	\$0	
76	Polo Rd (S-2214)	Two Notch Rd (US 1)	Mallet Hill Rd (City)	Design	Currently being designed		\$1,075,853	\$1,075,853	Transfer funds to Polo Rd widening
77	Shop Rd (S-727)	George Rogers Blvd (S-15)	Northway Rd (City)	Design	Currently being designed		\$0	\$0	
78	Bluff Rd (SC 48)	Berea Rd (S-1496)	Beltline Blvd (SC 768)	Design	Currently being designed		\$0	\$0	
79	Shop Rd (S-727)	Northway Rd (City)	Beltline Blvd (SC 768)	Design	Currently being designed		\$0	\$0	
80	Bluff Rd (SC 48)	Rosewood Dr (SC 48)	Berea Rd (S-1496)	Design	Currently being designed		\$0	\$0	
81	Broad River Rd	Woodrow St (S-27)	I-26 (Exit 97)	Design	Currently being designed		\$0	\$0	
82	Pineview Dr (SC 768/ SC-1248)	Bluff Rd (SC 48)	Garners Ferry Rd (US 76)	Design	Currently being designed		\$0	\$0	
83	Atlas Rd (S-50)	Bluff Rd (SC 48)	Garners Ferry Rd (US 76)	Design	Currently being designed		\$0	\$0	
84	Broad River Rd (US 76)	Royal Tower Rd (S-1862)	Woodrow St (S-27)	Design	Currently being designed		\$0	\$0	
85	Wilson Blvd	I-77	Farrow Rd	Removed	Not funded.		\$0	\$0	
86	Broad River Rd (US 176)	Lake Murray Blvd (SC 60)	Western Ln (SC-2894)	Removed	Not funded.		\$0	\$0	
87	Dutch Fork Blvd (US 76)	Broad River Rd (US 176)	Rauch Metz (S-385)	Removed	Not funded.		\$0	\$0	
<b>TOTAL</b>							<b>\$22,008,773</b>	<b>\$6,830,272</b>	<b>\$6,957,570</b>

Total Available	\$22,008,773
Programmed	\$6,830,272
<b>Remaining</b>	<b>\$15,178,501</b>



Richland Penny Transportation Program  
Sidewalk Status

NUMBER	PROJECT NAME	TERMINI	TERMINI	STATUS	COMMENTS	REFERENDUM AMOUNT	*PROGRAMMED COST	ESTIMATED COST
1	Wildwood Ave. (S-203)	Monticello Rd. (S-215)	Ridgewood Ave. (S-76)	Complete	Complete	\$264,449	\$72,867	
2	Windover St. (S-1372)	Two Notch Rd. (US 1)	Belvedere Dr. (S-1358)	Complete	Complete	\$187,942	\$72,867	
3	Calhoun St. (City)	Gadsden St. (City)	Wayne St. (City)	Complete	Complete	\$91,106	\$0	
4	Broad River Rd. (US 176)	Greystone Blvd. (S-3020)	Broad River Bridge	Complete	Complete	\$109,367	\$0	
5	Laurel St. (S-337)	Gadsden St. (City)	Pulaski St. (City)	Complete	Complete	\$359,066	\$0	
6	Wayne St. (City)	Calhoun St. (City)	Laurel St. (S-337)	Complete	Complete	\$366,828	\$0	
7	Lincoln St. (City)	Heyward St. (City)	Whaley St. (City)	Complete	Complete	\$198,475	\$0	
8	Pinehurst Rd. (S-943)	Harrison Rd. (S-93)	Forest Dr. (SC 12)	Complete	Complete	\$1,649,672	\$0	
9	Columbiana Dr. (City)	Lex. Co. Line	Lake Murray Blvd. (SC 60)	Complete	Complete	\$486,272	\$0	
10	Lyon St. (S-821)	Gervais St. (US 1)	Washington St. (City)	Complete	Complete	\$194,410	\$0	
11	Veterans St. (S-1534)	Garners Ferry Rd. (US 76)	Wormwood Dr. (city)	Complete	Complete	\$171,602	\$0	
12	Blythewood Rd. (S-59)	I-77	Main St. (S-21)	Complete	Complete	\$191,601	\$0	
13	Colonial Dr. (S-228)	Harden St. (SC 555)	Academy St. (SC 16)	Complete	Complete	\$1,012,704	\$0	
14	Veterans St. (S-1534)	Coachmaker Rd. (City)	Coatsdale Rd. (City)	Complete	Complete	\$45,915	\$0	
15	Gervais St.	Gist St.	450' w Gist	Complete	Complete	\$8,638	\$0	
16	Gervais St.	Gist St.	Huger St.	Complete	Complete	\$84,100	\$0	
17	Blossom St.	Williams St.	Huger St.	Complete	Complete	\$41,564	\$0	
18	Wiley St. (S-1093)	Superior St. (S-448)	Edisto Ave. (City)	Complete	Complete	\$280,896	\$95,892	
19	Maple St. (City)	Kirby St. (City)	Gervais St. (US 1)	Complete	Complete	\$132,502	\$94,308	
20	Mildred Ave. (S-797)	Westwood Ave. (S-860)	Duke Ave. (S-126)	Complete	Complete	\$151,536	\$94,308	
21	Jefferson St. (S-363)	Sumter St.	Bull St. (SC 277)	Complete	Complete	\$381,242	\$166,448	
22	Senate St. (S-351)	Gladden St. (S-351)	King St. (S-142)	Complete	Complete	\$476,230	\$142,718	
23	Franklin St. (S-165)	Sumter St.	Bull St. (SC 277)	Complete	Complete	\$785,585	\$166,448	
24	Royster St. (Capers)	Mitchell St. (S-1989)	Superior St. (S-448)	Complete	Complete	\$95,357	\$124,409	
25	Magnolia St. (S-94, City)	Two Notch Rd. (US 1)	Pinehurst Rd. (S-943)	Construction	In Construction. Early 2019 completion.	\$828,458	\$468,199	
26	School House Rd. (S-1350)	Two Notch Rd. (US 1)	Ervin St. (S-1350)	Construction	In Construction. Early 2019 completion.	\$482,882	\$468,199	
27	Superior St. (City) (Marion)	Whaley St. (City)	Airport Blvd. (City)	Complete	Complete	\$778,852	\$83,807	
28	Pelham Dr. (City)	Gills Creek Pkwy (City)	Garners Ferry Rd. (US 76)	Construction	In Construction. Late 2018 completion.	\$346,774	\$65,415	
29	Bratton St. (S-139)	King St. (S-142)	Maple St. (City)	Complete	Complete	\$386,602	\$83,807	
30	Koon Rd. (S-456)	Malinda Rd. (City)	Farmview St. (City)	Construction	In Construction. Early 2019 completion.	\$92,891	\$398,607	
31	Tryon St. (City)	Catawba Ave. (City)	Heyward St. (City)	Construction	In Construction. Late 2018 completion.	\$354,446	\$65,415	

\*Programmed = Spent or Committed



**Richland Penny Transportation Program  
Sidewalk Status**

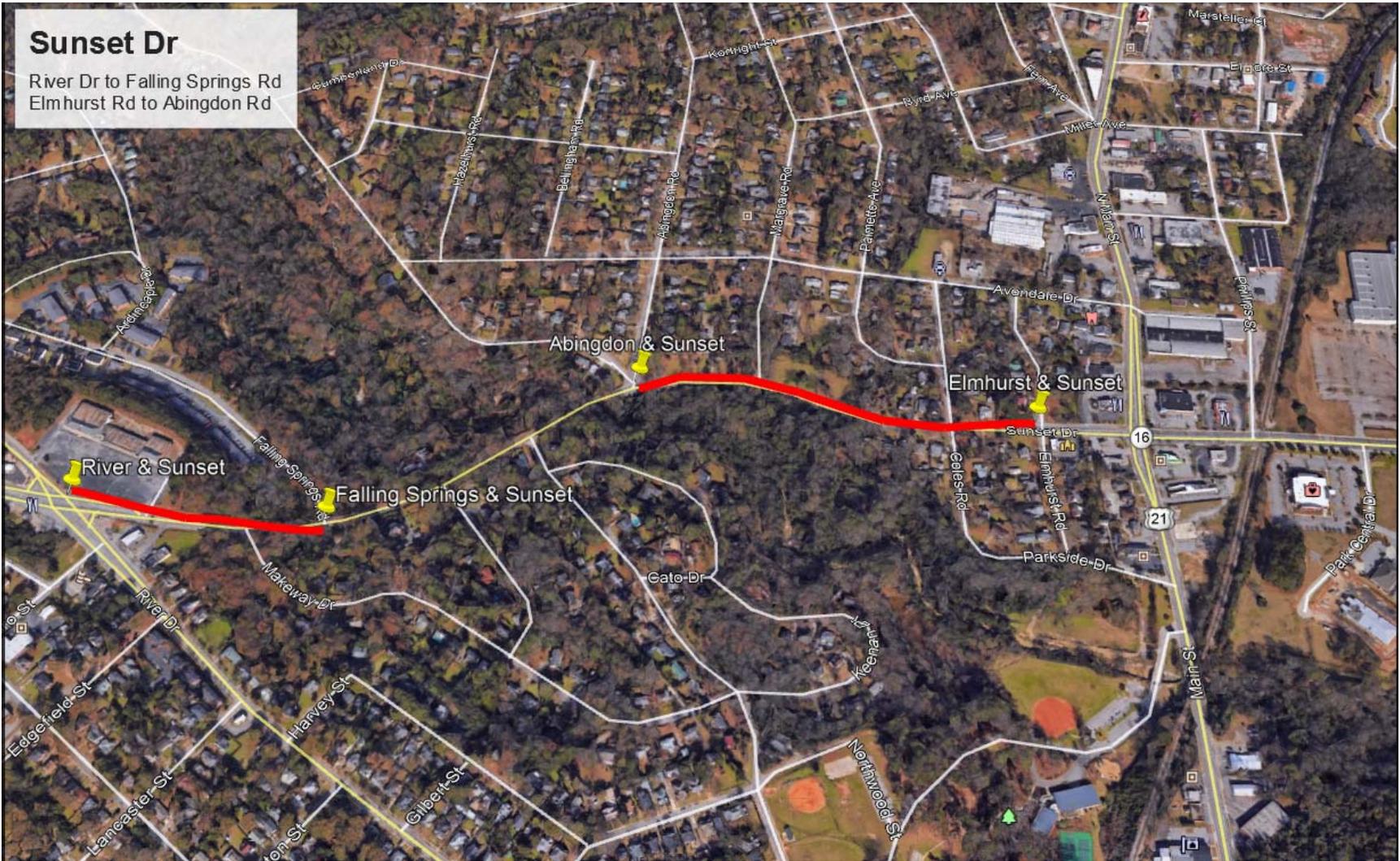
NUMBER	PROJECT NAME	TERMINI	TERMINI	STATUS	COMMENTS	REFERENDUM AMOUNT	*PROGRAMMED COST	ESTIMATED COST
32	Grand St. (S-809/S-1502)	Shealy St. (City)	Hydrick St. (S-1422)	Complete	Complete	\$714,622	\$83,807	
33	Harrison Rd. (S-93)	Two Notch Rd. (US 1)	Forest Dr. (SC 12)	Construction	2019 Construction	\$600,000	\$1,835,104	
34	Clemson Rd. (S-52)	Two Notch Rd. (US 1)	Percival Rd. (SC 12)	Construction	Construct sidewalk from Wildwood Centre Drive to Percival Road. Sidewalk and bikeway accommodations from Old Clemson Road to Wildwood Centre Drive to be constructed with Widening and Intersection projects. Two Notch to Old Clemson to be combined with Clemson Rd Sidewalk (Longtown to Two Notch) project.	\$564,728	\$564,728	
35	Park St. (City)	Gervais St. (US 1)	Senate St. (S-351)	Design	Assigned to City	\$170,570	\$170,570	
36	Fort Jackson Blvd (SC 760)	Wildcat Rd. (US 76)	I-77	Design	Design	\$343,543	\$470,245	
37	Sunset Dr. (SC 16)	Elmhurst Rd. (S-1405)	River Dr. (US 176)	Design	Design underway. 2019 Construction	\$364,522	\$2,513,579	
38	Assembly St. (SC 48)	Whaley St. (City)	Beltline Blvd. (SC 16)	Concept Design	Construct shared-use path from Whaley to Rosewood. Construct sidewalk adjacent to fairgrounds from Rosewood to George Rogers. Remainder to be constructed with Shop Road Widening.	\$1,920,257		\$9,167,760
39	Clemson Rd. (S-52)	Longtown Rd (S-1051)	Two Notch Rd. (US 1)	Concept Design	Existing sidewalk from Longtown Rd. to Market Place Commons. Combine with bicycle accommodation from Market Place Commons to Old Clemson Rd.	\$465,696		\$4,853,520
40	Leesburg Rd.	Garners Ferry Rd. (US 76)	Semmes Rd. (City)	Right of Way	2019 Construction (Part of SCDOT Widening)	\$475,200	\$0	
41	Percival Rd. (SC 12)	Forest Dr. (SC 12)	Decker Blvd. (S-151)	Right of Way	Right of Way acquisition underway. 2019 construction	\$700,000	\$2,478,097	
42	Polo Rd. (S-2214)	Mallet Hill Rd. (City)	Alpine Rd. (S-63)	Right of Way	2019 Construction	\$403,444	\$2,832,868	
43	Alpine Rd. (S-63)	Two Notch Rd. (US 1)	Percival Rd. (SC 12)	Right of Way	Right of Way acquisition underway. 2019 construction	\$452,075	\$4,422,412	
44	Huger St. (US 21)	Blossom St. (US 21)	Gervais St. (US 1)	Programming	Sidewalk exists from Blossom to College and from Senate to Gervais. Coordinate College to Senate with City (to be constructed with Greene St. Phase 2 project)	\$256,861		\$1,114,512
45	Two Notch Rd. (US 1)	Alpine Rd. (S-63)	Spears Creek Church (S-53)	Programming	Sidewalk exists from Alpine to Lionsgate Dr. Construct shared use path from Sesqui to Spears Creek Church.	\$2,703,507		\$11,954,040
46	Broad River Rd. (US 176)	Harbison Blvd. (S-757)	Bush River Rd. (S-31)	Programming	Existing sidewalk from Piney Grove Rd. to Bush River Rd. Construct shared-use path from Harbison Blvd. to Piney Grove Rd.	\$2,408,361		\$5,482,680
47	Broad River/LMB (US 176)	I-26	Harbison Blvd. (S-757)	Programming	Study sidewalk locations.	\$2,499,420		\$3,954,720
48	Shandon St. (City)	Rosewood Dr. (SC 16)	Heyward St. (City)	Deferred	Defered by Council based on public input.	\$268,514	\$0	
49	Prospect Rd. (S-357)	Wilmot Ave. (City)	Yale St. (S-360)	Deferred	Defered by Council based on public input.	\$137,938	\$0	
50	Shandon St. (City)	Wilmot Ave. (City)	Wheat St. (City)	Deferred	Defered by Council based on public input.	\$179,071	\$0	
51	Broad River Rd. (US 176)	Lake Murray Blvd. (SC 60)	Western Ln. (S-2894)	Unfunded	No funding included in the Referendum. Beyond limits of Broad River Road included in Widening Category.	\$0	\$0	
52	Polo Rd. (S-2214)	Two Notch Rd. (US 1)	Mallet Hill Rd.	Part of Widening	To be completed as part of Polo Rd. widening	\$0	\$0	
53	Bluff Rd. (SC 48)	Rosewood Dr. (SC 16)	Beltline Blvd. (SC 16)	Part of Widening	To be completed as part of Bluff Rd. widening	\$0	\$0	
54	Broad River Rd. (US 176)	Royal Tower Rd. (S-1862)	Woodrow St. (City)	Part of Widening	To be completed as part of US 176 widening	\$0	\$0	
55	Atlas Rd. (S-50)	Fountain Lake Way (city)	Garners Ferry Rd. (US 76)	Part of Widening	To be completed as part of Atlas Rd. widening	\$0	\$0	
56	Lower Richland	Rabbit Run Rd. (S-2089)	Garners Ferry Rd. (US 76)	Part of Widening	To be constructed with the widening project.	\$260,077	\$260,077	
<b>SUB-TOTAL</b>						<b>\$26,926,370</b>	<b>\$18,295,199</b>	<b>\$36,527,232</b>
<b>OUTSIDE FUNDING:</b>								
						ALPINE SCDOT Federal Resurfacing	\$802,579	
						ALPINE TAP Grant	\$180,000	
						Alpine Bikeway (Referendum) Transfer	\$1,536,100	
						Percival SCDOT CTC	\$2,500,000	
<b>TOTAL</b>						<b>\$31,945,049</b>	<b>\$18,295,199</b>	<b>\$36,527,232</b>

Total Available	\$31,945,049
Programmed	\$18,295,199
<b>Remaining</b>	<b>\$13,649,850</b>

\*Programmed = Spent or Committed

# Sunset Dr

River Dr to Falling Springs Rd  
Elmhurst Rd to Abingdon Rd



## COST ESTIMATION SPREADSHEET

9/10/2018



### TRANSPORTATION PROGRAM

**PROJECT**

Sunset Drive Sidewalk Improvements  
Length of Project = 0.67 miles

#### SIDEWALK

DESCRIPTION	QUANTITY	UNIT	COST PER UNIT		COST
			\$ / UNIT		
MOBILIZATION	1	LS	\$ 15,000.00	\$	15,000.00
BONDS AND INSURANCE	NEC	NEC	\$ 3,500.00	\$	3,500.00
CONST. STAKES, LINES AND GRADES	1	EA	\$ 4,000.00	\$	4,000.00
TRAFFIC CONTROL	1	LS	\$ 12,000.00	\$	12,000.00
AS-BUILT CONSTRUCTION PLANS	NEC	LS	\$ 8,000.00	\$	8,000.00
CLEARING & GRUBBING WITHIN THE RIGHT OF WAY	NEC	LS	\$ 5,000.00	\$	5,000.00
REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	646	SY	\$ 22.00	\$	14,212.00
UNCLASSIFIED EXCAVATION	3,542	CY	\$ 22.00	\$	77,924.00
FINE GRADING	3,500	SY	\$ 6.00	\$	21,000.00
BORROW EXCAVATION	2,262	CY	\$ 24.00	\$	54,288.00
FLOWABLE FILL	100	CY	\$ 200.00	\$	20,000.00
MAINTENANCE STONE	100	TON	\$ 65.00	\$	6,500.00
HOT MIX ASPHALT BASE COURSE - TYPE B	33	TON	\$ 150.00	\$	4,950.00
LIQUID ASPHALT BINDER PG64-22	3	TON	\$ 650.00	\$	1,950.00
HOT MIX ASPHALT SURFACE COURSE TYPE C	13	TON	\$ 180.00	\$	2,340.00
8" WHITE SOLID LINES (CROSSWALK) THERMOPLASTIC - 125 MIL.	595	LF	\$ 5.00	\$	2,975.00
24" WHITE SOLID LINES (STOP/DIAG LINES)- THERMO. -125 MIL	99	LF	\$ 20.00	\$	1,980.00
CLEANING EXISTING PIPE	100	LF	\$ 25.00	\$	2,500.00
18" SMOOTH WALL PIPE	923	LF	\$ 60.00	\$	55,380.00
CATCH BASIN-TYPE 1	1	EA	\$ 5,000.00	\$	5,000.00
CATCH BASIN - TYPE 16	4	EA	\$ 4,000.00	\$	16,000.00
CATCH BASIN - TYPE 17	2	EA	\$ 6,600.00	\$	13,200.00
CATCH BASIN - TYPE 18	1	EA	\$ 7,200.00	\$	7,200.00
24" X 30" JUNCTION BOX	3	EA	\$ 4,500.00	\$	13,500.00
CONC. CURB & Gutter (2'-0")	2,575	LF	\$ 65.00	\$	167,375.00
CONCRETE SIDEWALK (4" UNIFORM)	1,805	SY	\$ 68.00	\$	122,740.00
DETECTABLE WARNING MATERIAL	125	LF	\$ 50.00	\$	6,250.00
PEDESTRIAN RAMP CONSTRUCTION	54	SY	\$ 150.00	\$	8,100.00
SEEDING (UNMULCHED)	2	MSY	\$ 1,000.00	\$	2,000.00
SILT FENCE	2,924	LF	\$ 4.00	\$	11,696.00
INLET STRUCTURE FILTER - TYPE E (CATCH BASIN TYPE 16)	4	EA	\$ 250.00	\$	1,000.00
INLET STRUCTURE FILTER - TYPE E (CATCH BASIN TYPE 18)	1	EA	\$ 250.00	\$	250.00
CAST-IN-PLACE RETAINING WALL	1,710	SF	\$ 115.00	\$	196,650.00
TEMPORARY SHORING DURING CONSTRUCTION	226	LF	\$ 1,500.00	\$	339,000.00
W-BEAM GUARDRAIL	267	LF	\$ 26.00	\$	6,942.00
GUARDRAIL END TREATMENTS	4	EA	\$ 400.00	\$	1,600.00
<b>SIDEWALK-Total:</b>			<b>\$</b>	<b>\$</b>	<b>1,232,002.00</b>

#### MISCELLANEOUS

RIGHT-OF-WAY COST	\$	27,572.00
UTILITY RELOCATION COST (FROM PDT)	\$	400,000.00
RETAINING WALL CONTINGENCY (15%)	\$	29,497.50

TOTAL SUB-TOTAL    \$    1,659,574.00

% CONTINGENCY        \$                    -

**TOTAL ESTIMATED COST    \$    1,659,574.00**

## COST ESTIMATION SPREADSHEET

9/10/2018



### TRANSPORTATION PROGRAM

**PROJECT**

Sunset Drive Sidewalk Improvements

Length of Project = 0.4217 miles

#### SIDEWALK

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

#### MISCELLANEOUS

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

TOTAL SUB-TOTAL \$ 619,820.90

% CONTINGENCY \$ -

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

**RICHLAND COUNTY GOVERNMENT  
DEPARTMENT OF TRANSPORTATION**

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



November 15, 2018

Teresa Wilson  
City Manager  
P.O. Box 147  
Columbia, SC 29217

**RE: Penny Bikeway Projects - Sharrows**

Dear Ms. Wilson,

The Richland Penny Program has 87 routes in its bikeway program. Of the 87 routes, 26 are sharrows that consist of both City and State roads. The attached maps identify these City and SCDOT routes. Previously the City and the Richland County Program Development Team (PDT) agreed on 10 routes to pursue first. 95% plans were developed for the 10 routes. The other 16 routes were to be designed after the first 10 were developed.

In an email dated December 23, 2015, SCDOT stated they would not maintain the sharrows that were on SCDOT routes. The PDT is now revisiting the sharrows and would like to request that the City agree to maintain the sharrow markings and signage on both the City and SCDOT routes. The sharrows maintenance would include thermoplastic sharrow markings and "Share the Road" signs. This would allow for roughly 23 miles of sharrows to be constructed in Columbia. Once the City agrees to sharrows maintenance on City and SCDOT routes, the PDT will update the plans for the 10 that were originally developed and begin work on the remaining 16. Please let us know if the City plans to maintain the sharrow markings and signage on both the City and SCDOT notes.

Sincerely,

Edward Gomeau  
Interim County  
Administrator

cc: Members of Richland County Council  
Dr. Sandra Yudice, Assistant County Administrator  
Dr. John M. Thompson, Transportation Director



## Briefing Document

### Agenda Item

County Council is requested to provide guidance to the staff on the paving / construction of Willow Wind Road.

### Background

Prior to the enactment of the Transportation – Penny Program, Richland County paved a small number of dirt roads using “C” Construction Funds from the South Carolina Department of Transportation (SCDOT) under the supervision of the County Engineer. Attached is a brief informational summary of C funds from the SCDOT.

A portion of Willow Wind Road was paved in 1996 by the SCDOT and became part of the State Road Maintenance system. Due to an inability to obtain all of the necessary right-of-way, the remaining approximately 3,000 linear feet was left in the unpaved condition and is maintained by the Richland County Department of Public Works. Please see the attached location map.

The remaining unpaved portion of Willow Wind Road was added to the then, pre-Penny paving list in 2004 using a new, approximately 3,300 linear foot alignment that:

- Avoided the need for a right-of-way donation from the disapproving property owners; and
- Improved the geometry and safety of the intersection with Old Hopkins Road.

In late 2006, the County was deeded the necessary right-of-way for this new alignment by Firststar Homes, Inc. in order to construct a new section of the existing dirt Willow Wild Road (please see the attached deed). The deed states that the Grantee (County) agrees to receive this right-of-way, “for the purpose of constructing, improving, and / or maintaining streets or roads thereon.” Later in the document in the Special Provisions Section, reference is made to the Grantee agreeing to, “streets or roads will be designed, constructed or improved, and maintained by the Grantee at no cost to the Grantor.”

It was then the intention of Richland County to pave the interrupted section of Willow Wind Road along the new 3,300 linear foot alignment as evidenced by their following actions:

- Obtaining the necessary right-of-way by donation; and
- Engaging an engineering consultant (Jordan, Jones, and Goulding) to conduct the survey and design of the road for construction.

Also, recently Richland County approved a subdivision for development that reflects the new alignment of Willow Wind Road.

Despite these actions, the dirt portion of Willow Wind Road was never paved due, in part, to the economic downturn in 2007.

Willow Wind Road was included on the master list of dirt roads to be paved by the Transportation –

Penny Program. However, it is the position of the Transportation – Penny Staff that they are constrained to work within the existing budget and that the additional clearing and grubbing necessary to construct the road in the new alignment / right-of-way exceeds their charge.

Great Southern Homes (formerly Firststar Homes, Inc) is developing Willow Wind Place which includes 89 parcels in two-phases. In order to provide access to this development, the developer is in the process of paving the first 925 linear feet of the new road alignment.

The attached Property Deed has been reviewed by the County Legal Staff and it is their opinion that the County is obligated to take some action (“constructing or improving”) this section of Willow Wind Road using the new, recommended alignment as shown on another attachment.

The attorney for Great Southern Homes sent a letter dated November 8, 2017 (also attached) requesting to know when the County is planning to meet this obligation and construct this road. It should be noted that the deed does not stipulate any fixed completion date for construction of the road.

It is the opinion of the engineers on the County Staff that the improvement of Willow Wind Road should be along the new, engineered alignment and not the existing prescriptive easement (primarily due to the significantly improved geometry of the intersection with Old Hopkins Road).

The existing budget for road improvements within the Transportation – Penny budget under the existing alignment is \$491,000. A recent preliminary construction cost for the 3,300 linear foot new alignment is approximately \$495,000. The section that the developer has already started to construct is approximately 925 linear feet within the new alignment with a cost of about \$140,000.

### **Issues**

The primary issue is whether or not the County remains committed to constructing this section of roadway using the new alignment. As noted above, it is the opinion of the engineers on the County Staff that the improvement of Willow Wind Road should be along the new, engineered alignment and not the existing prescriptive easement (primarily due to the significantly improved geometry of the intersection with Old Hopkins Road).

If the County is not committed to constructing this section of roadway using the new alignment, then Willow Wind Road will be paved via the Transportation Penny Program as it was included on the Program’s master list of dirt roads to be paved.

### **Fiscal Impact**

Unknown at this time. Direction is sought by which known and estimated costs associated with this project can be identified and assigned.

### **Past Legislative Actions**

Inclusion in the planned four-year County paving program in 2004.

### **Alternatives**



1. Move forward with the development and negotiation of a plan, possibly involving a public – private partnership with Great Southern Homes, for the construction of this approximately 3,300 linear feet of Willow Wind Road and identify a funding plan for same.

Or,

2. Discontinue any further staff action associated with the construction of this section of Willow Wind Road using the recommended alignment.

**Staff Recommendation**

As indicated in the aforementioned alternatives, County Council’s discretion is being sought as to the manner in which to proceed. Should Council direct staff to proceed with constructing the approximately 3,300 linear feet of Willow Wind Road via the recommended alignment, then staff would recommend Council authorizing staff to negotiate an agreement with the developer in which the County would provide the transportation penny funds budgeted for this road improvement to the developer who in-turn would be responsible for the construction of the 3,300 linear feet of Willow Wind Road up to the County’s road standards.

**Submitted by:** Department of Public Works - EGR

**Date:** October 8, 2018



Kenneth C. Hanson

Walter M. Riggs

John K. Chandler

6156 St. Andrews Road, Suite 101  
Columbia, South Carolina 29212  
[www.hansonlawfirm.net](http://www.hansonlawfirm.net)

Telephone  
(803) 798-9446

Facsimile  
(803) 750-0203

Stephen Staley, Richland County Engineer  
Richland County Department of Public Works  
400 Powell Road  
Columbia, SC 29203

November 8, 2017

Re: Willow Wind Road

Dear Mr. Staley:

Enclosed please find a copy of the "Title to Real Estate for Proposed Streets". The deed was prepared and executed by Richland County, South Carolina, "...for the purpose of constructing, improving and/or maintaining streets or roads thereon :..."

"This deed is further reflected on a set of plans prepared for Richland County entitled Willow Wind Road, by Jordan, Jones, and Goulding, and are on file in the Office of the County Engineer, 400 Powell Road, Columbia, SC 29203."

Further, "The parties hereto agree and acknowledge that said streets or roads will be designed, constructed or improved, and maintained by the Grantee *at no cost to the Grantor*; ..."

The County of Richland is, therefore, obligated and required "... to construct, maintain and repair said streets or roads in a reasonably good and workmanlike manner." The deed to Willow Wind Road is recorded in the Register of Deeds Office for Richland County in Deed Book 1219 at Page 1754, since August 18, 2006, making this obligation by the County a binding contract between the parties.

Therefore, my client would like to know when Richland County intends to meet its contractual obligation and begin construction of Willow Winds Road. Please advise me as to the County's plans for this road and when we may see some progress on this obligation. I appreciate your assistance.

Sincerely,

A handwritten signature in blue ink that reads 'Kenneth C. Hanson'.

Kenneth C. Hanson  
enclosures

# ORIGINAL PUBLIC WORKS

THE STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF RICHLAND )

TITLE TO REAL ESTATE  
*For Proposed Streets*

KNOW ALL MEN BY THESE PRESENTS, That I (or we) **FIRSTAR HOMES, INC., 10511 TWO NOTCH ROAD, ELGIN, SC 29045** (the "Grantor") for and in consideration of the sum of One (\$1.00) Dollar to the Grantor paid by Richland County, South Carolina (the "Grantee"), the receipt whereof is hereby acknowledged, has granted, bargained, sold and released, and by these presents does grant, bargain, sell and release in fee simple absolute unto Richland County, South Carolina, its successors and assigns, all that certain real property comprising road rights-of-way, 66 feet in width, hereinafter described for the purpose of constructing, improving and/or maintaining streets or roads thereon:

**DESCRIPTION:** Herein conveyed is a portion of that tract identified on the Richland County Tax Map as **TMS 21700-04-11** (also known Old Hopkins Road) and lying within thirty three (33) feet of the centerline of a newly aligned Willow Wind Road which begins on the right at the existing right of way of Old Hopkins Road and going to approximate survey station 3+08, then again on the right beginning at approximate survey station 4+36 and going to approximate survey station 29+50, and on the left, beginning at the existing right of way of Old Hopkins Road and going to approximate survey station 27+94. Right of way to be obtained is 2.22 acres on the right, and 2.21 acres on the left. Total right of way to be obtained is 4.43 acres

This being a portion of that tract acquired by General Warranty Deed dated July 28, 2006 and recorded August 1, 2008 in the ROD of Richland County in Deed Book R1212 at Page 3147.

This deed is further reflected on a set of plans prepared for Richland County entitled Willow Wind Road, by Jordan, Jones & Goulding and are on file in the office of the County Engineer, 400 Powell Road, Columbia, SC 29203.

**SPECIAL PROVISIONS:** The parties hereto agree and acknowledge that said streets or roads will be designed, constructed or improved, and maintained by the Grantee at no cost to the Grantor; that said streets or roads will be used by the general public; and it is therefore agreed as one of the material considerations and inducements for granting this road right-of-way by the Grantor, that the Grantee does hereby assume all risks of loss, damage, destruction or claims of every kind, present or future, suffered by either party or any member of the general public resulting from the design, construction, improvement, maintenance, or public use of said streets or roads.

And the said Grantee for them and for their successors in office do hereby further agree to save and hold harmless and release the Grantor, heirs, assigns or successors to titled from all such losses, damages, destruction and claims hereinabove specified.

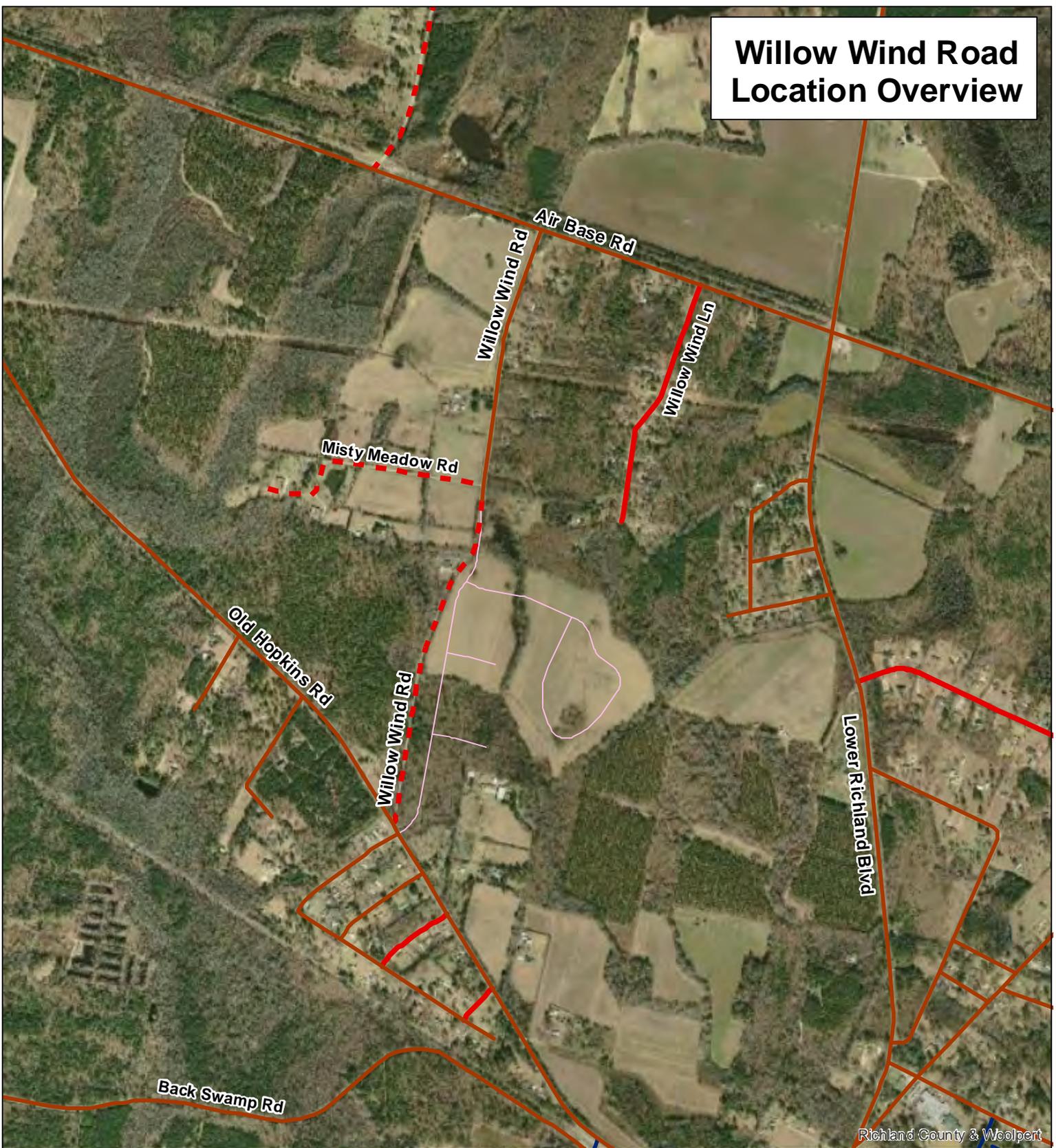
And the Grantee, their successors in office, agree to construct, maintain and repair said streets or roads in a reasonably good and workmanlike manner.







# Willow Wind Road Location Overview



## Legend

### Road Maintenance

-  SCDOT
-  County Paved
-  County Unpaved
-  Proposed



1 inch = 1,250 feet



# Willow Wind Road Realignment



Richland County & Woolpert

## Legend

### Road Maintenance

- SCDOT
- County Paved

- - - County Unpaved
- Proposed

□ Parcels



1 inch = 552 feet



MITIGATION CREDIT SALES AGREEMENT SUMMARY

<u>Project:</u>	Project Jushi – Gas Main Transmission Line
<u>Location:</u>	Shop Road Ext. - gas main work extends from near the intersection of Bluff Road and Longwood Road and extends in a northeastern direction to near the CSX rail line.
<u>Buyer:</u>	South Carolina Electric & Gas Company
<u>Buyer’s USACE 404 Permit #:</u>	SAC-2018-01132
<u>Price Per Wetland Credit:</u>	\$20,000
<u>Price Per Stream Credit:</u>	\$200
<u>Wetland Credits:</u>	3.20 (1.60 restoration/enhancement; 1.60 preservation)
<u>Stream Credits:</u>	0.00
<u>Credit Gross Proceeds:</u>	\$64,000.00
<u>Richland County Share:</u>	\$58,880.00 (92% of \$64,000.00)
<u>MCMH Share:</u>	\$5,120.00 (8% of \$64,000.00)

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

THIS AGREEMENT FOR PURCHASE AND SALE OF STREAM AND/OR WETLAND CREDITS (this "Agreement") is dated this 15 day of ~~OCTOBER~~, <sup>2018</sup> 2017 by and between MILL CREEK MITIGATION HOLDINGS LLC, a Delaware limited liability company, and the owner and operator of a stream and wetland mitigation bank commonly known as the Mill Creek Mitigation Bank ("Seller"), and South Carolina Electric & Gas Company, a South Carolina corporation (Purchaser").

RECITALS

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

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

C. Purchaser desires to procure compensatory mitigation in connection with the project known as "Shop Road Gas Main Extension" pursuant to USACE Charleston District permit SAC-2018-01132;

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

AGREEMENT

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

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

**2. Sale of Credits.** Seller hereby sells to Purchaser, and Purchaser hereby purchases from Seller (a) ZERO and 00/100 (0.00) stream mitigation credits (the "Stream Credits") and (b) ONE and 60/100 (1.60) freshwater wetland enhancement/restoration mitigation credits and ONE and 60/100 (1.60) freshwater wetland preservation mitigation credits (the "Wetland Credits", and together with the Stream Credits, the "Credits") from the Bank based on the terms and conditions contained herein.

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

**3. Purchase Price.** The purchase price for the (a) Stream Credits shall be TWO HUNDRED and 00/100 Dollars (\$200.00) for each Stream Credit, for a total purchase price for the Stream Credits of ZERO and 00/100 Dollars (\$0.00); and (b) Wetland Credits shall be TWENTY THOUSAND and 00/100 Dollars (\$20,000.00) for each Wetland Credit, for a total purchase price for the Wetland Credits of SIXTY FOUR THOUSAND and 00/100 (\$64,000.00), for a grand total purchase price for the Stream Credits and the Wetland Credits of SIXTY FOUR THOUSAND and 00/100 Dollars (\$64,000.00) (the "Purchase Price"). Upon payment of the Purchase Price in full, neither Purchaser, nor its successors, assignees or designees shall be liable for the payment to Seller of any other consideration or fee in connection with the sale of the Credits.

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

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

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

- (c) Seller expressly represents, warrants, and covenants the matters set forth as Recitals A and B.
- (d) Seller has a sufficient number of credits in the Bank to consummate the transactions contemplated herein.

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

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

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

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

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

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

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

**6. Miscellaneous**

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

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

**With a copy to:**

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

Purchaser: South Carolina Electric & Gas Company  
Gas Engineering and Construction  
609 Old Taylor Road  
Cayce, SC 29033

**With a copy to:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WITNESS the following authorized signatures:

SELLER: MILL CREEK MITIGATION HOLDINGS LLC

By: \_\_\_\_\_

Printed:

Its:

PURCHASER: SOUTH CAROLINA ELECTRIC & GAS COMPANY

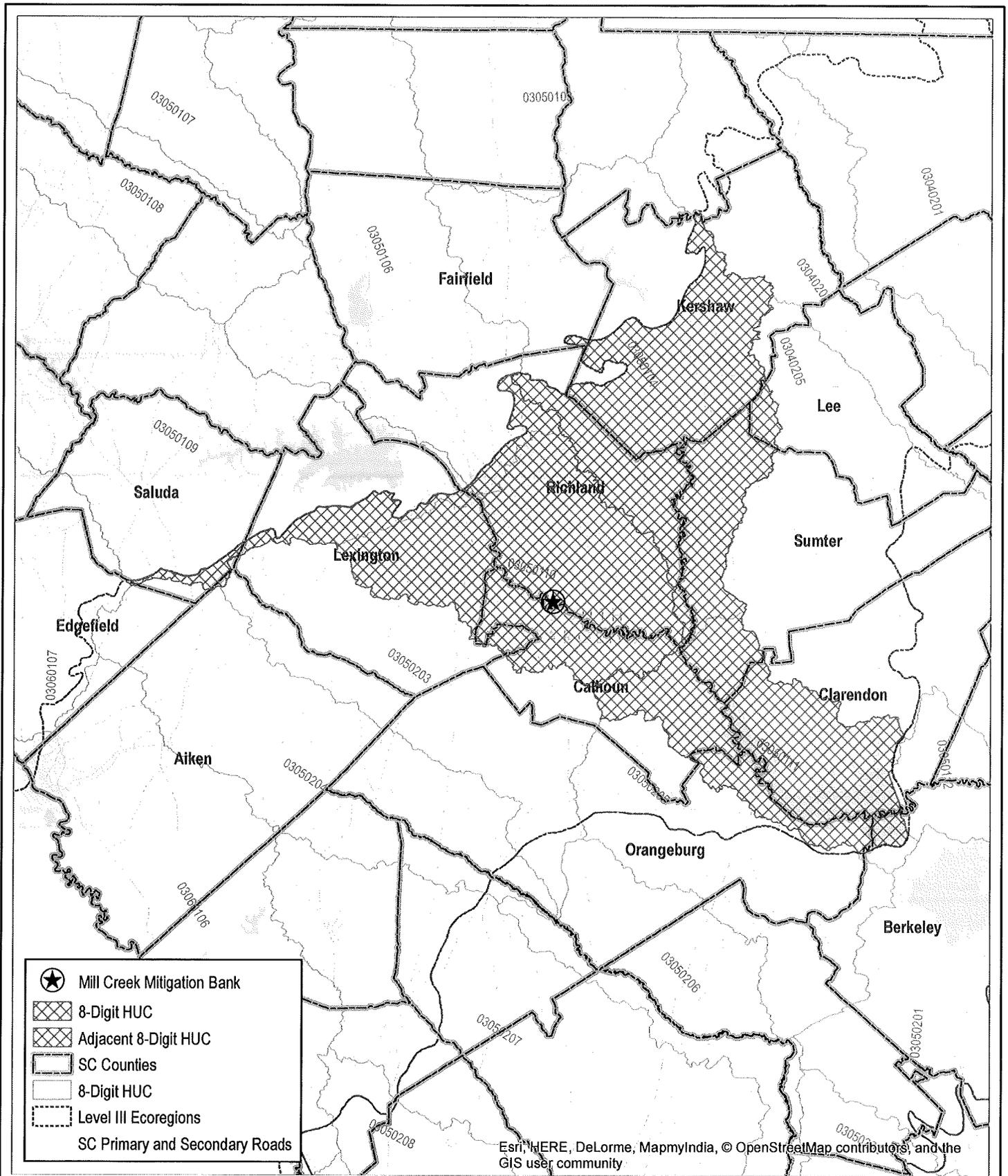
By: *Owens Hardison*

Printed: OWENS HARDISON

Its: ENGINEER III.

EXHIBIT A

[Attach map of Service Area]




**TIDEWATER**  
 A **JMT** Division  
 952 Houston Northcutt Blvd., Suite 100  
 Mount Pleasant, SC 29464  
 Ph: (843) 556-2624 Fx: (843) 556-4329  
 www.JMT.com

**Figure 16: Service Area Map**  
 Mill Creek Mitigation Bank  
 Richland County, South Carolina  
 Source: ESRI, USGS, EPA  
 Date: July 2016

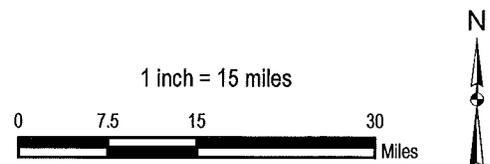


EXHIBIT B

BILL OF SALE

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

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

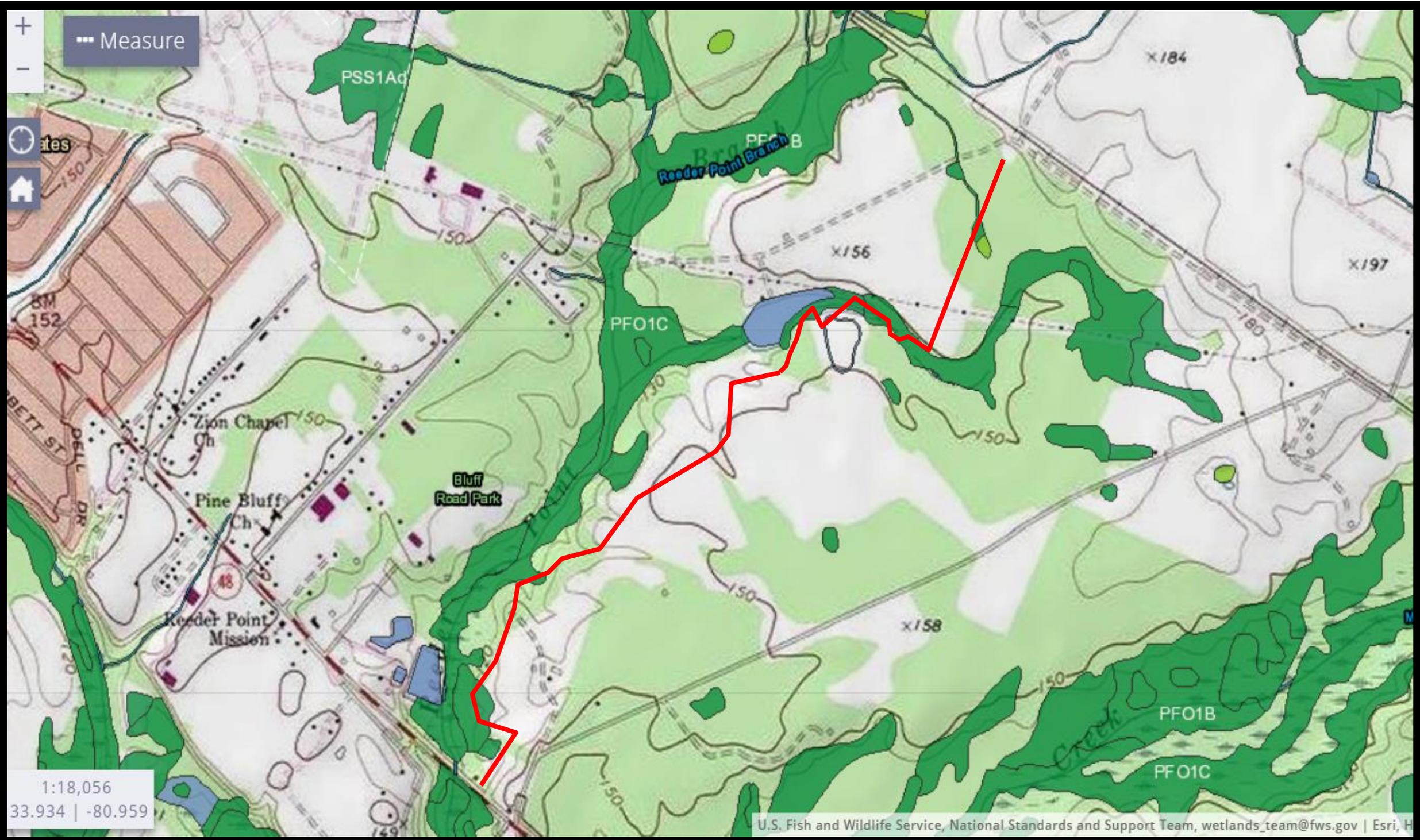
In consideration of the Purchase Price (as defined in the Agreement) and other good and valuable consideration, the receipt and sufficiency of which are mutually acknowledged, Seller hereby sells, transfers, assigns, conveys, delivers, and sets over to Purchaser, its successors, or assigns, \_\_\_\_\_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

Mill Creek Mitigation Holdings LLC

By: \_\_\_\_\_

Printed:

Its:

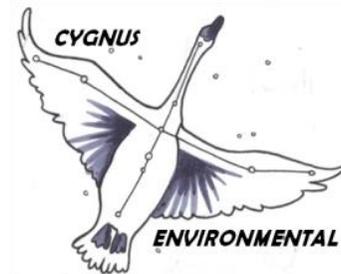
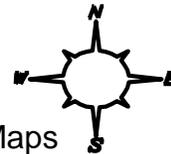


**LEGEND**

— Approximate Location of Site Boundary

**SOURCE:**

USGS Topographic Maps  
NTS  
**NOT TO SCALE**



**FIGURE 1  
USGS TOPOGRAPHY MAP**

Project Jushi Gas Main  
Columbia, Richland Co., SC  
Cygnus Project No. 2018-238

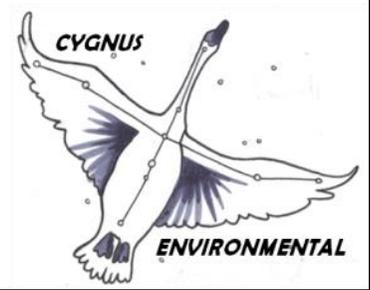
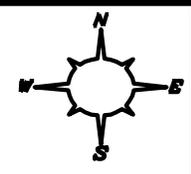
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BaB	Blanton sand, 0 to 6 percent slopes	18.6	1.0%
Ca	Cantey loam	161.3	8.4%
Cd	Chastain silty clay loam	7.3	0.4%
Ce	Chewacla loam, 0 to 2 percent slopes, frequently flooded	0.8	0.0%
Cn	Clarendon sandy loam	85.5	4.4%
Co	Congaree loam	0.4	0.0%
Cx	Coxville fine sandy loam	11.2	0.6%
DoA	Dothan loamy sand, 0 to 2	176.8	9.2%



**LEGEND**

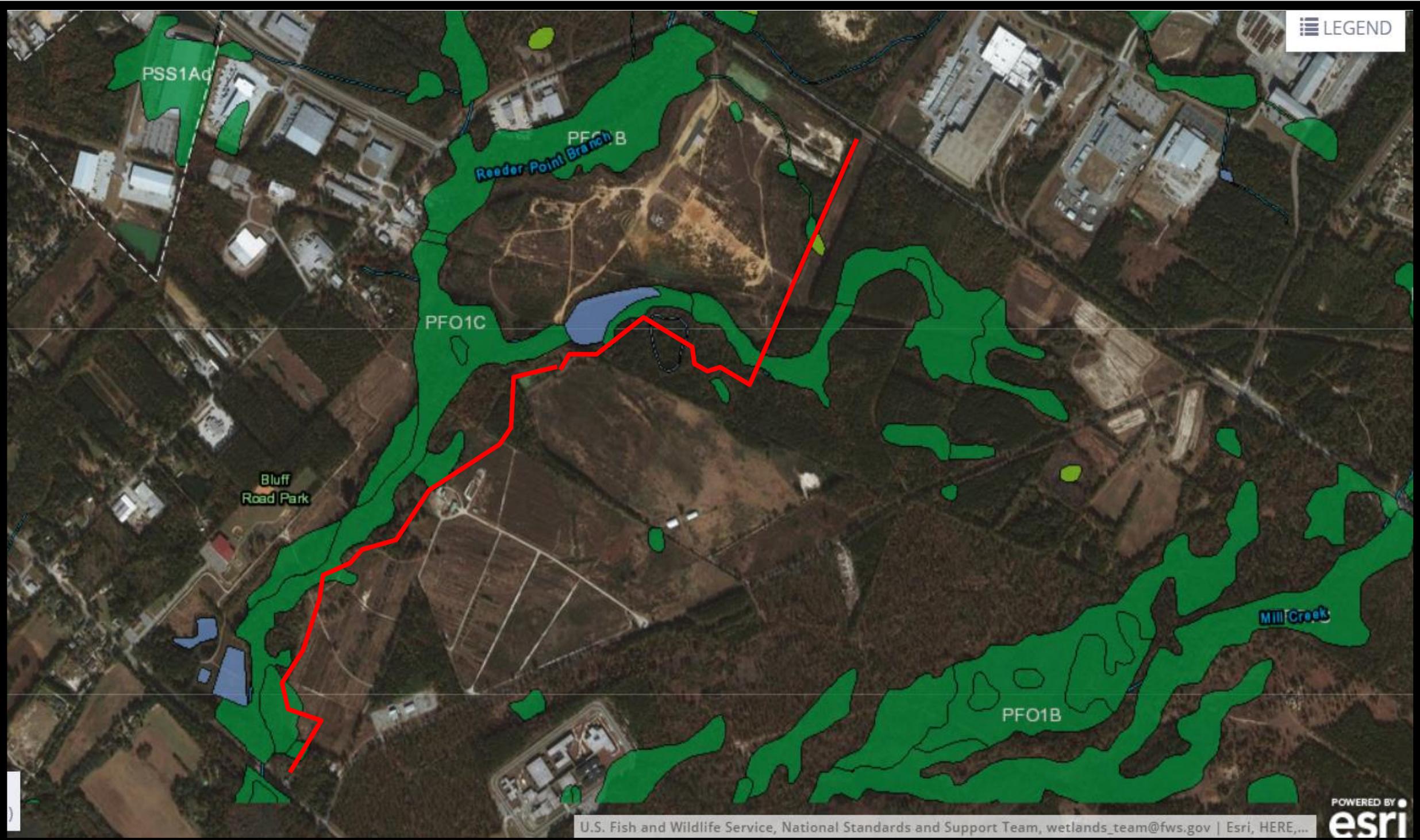
 Approximate Location of Site Boundary

**SOURCE:**  
NRCS  
Web Soil Survey  
Not to Scale



**FIGURE 2  
SOILS MAP**

Project Jushi Gas Main  
Columbia, Richland Co., SC  
Cygnus Project No. 2018-238

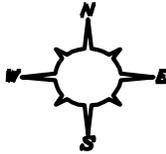
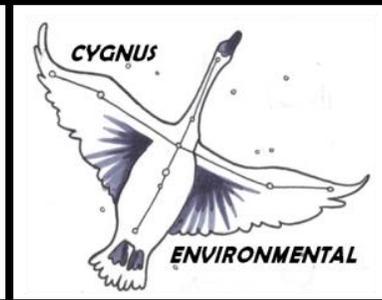


**LEGEND**

 Approximate Location of Site Boundary

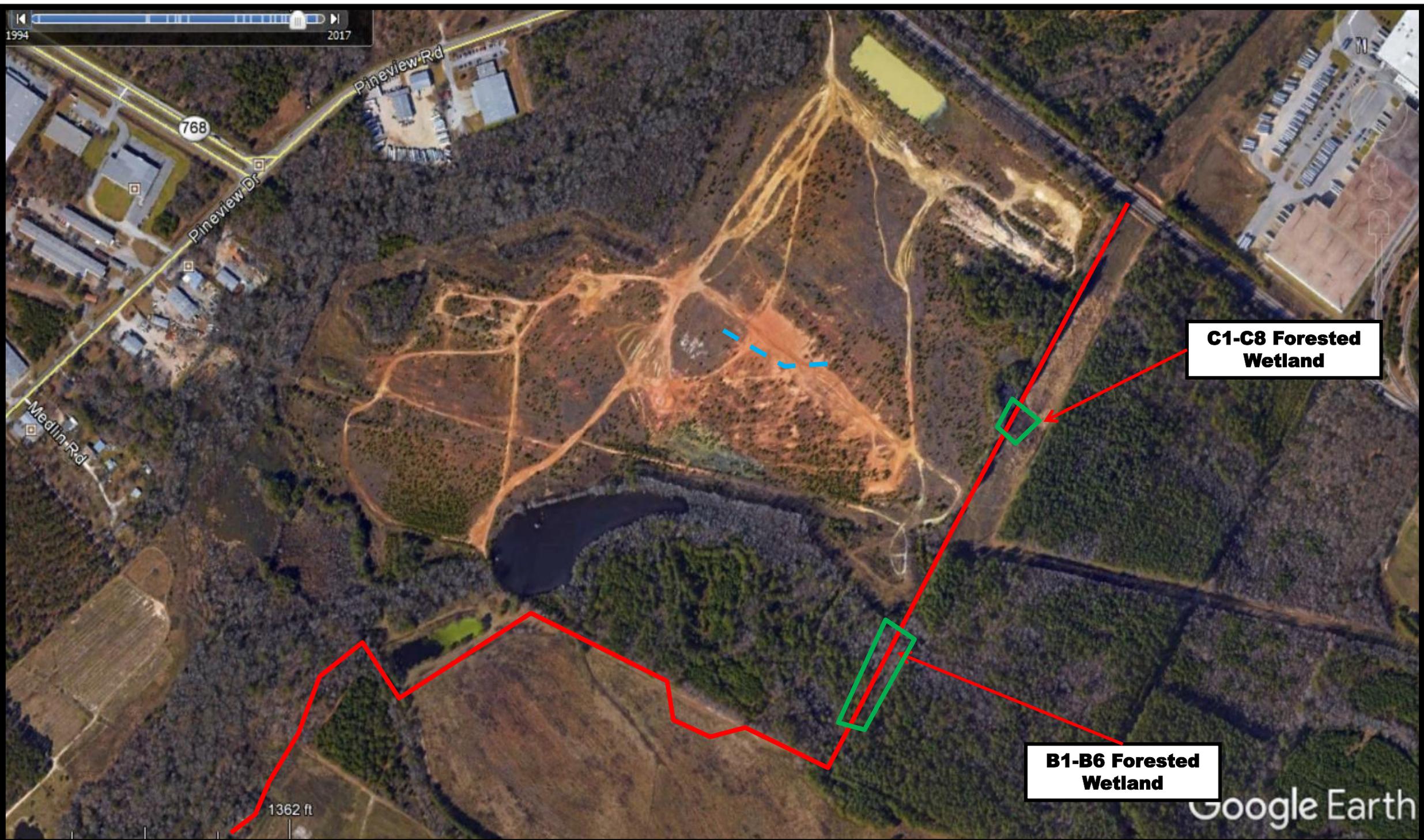
**SOURCE:**

National Wetlands Inventory  
NTS

**FIGURE 3**  
**NATIONAL WETLANDS INVENTORY**  
**MAP**

Project Jushi Gas Main  
Columbia, Richland Co., SC  
Cygnus Project No. 2018-238

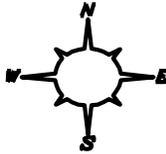
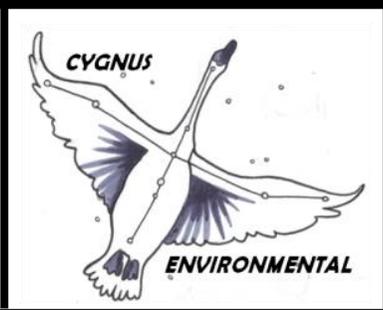


**LEGEND**

-  Approximate Location of Site Boundary
-  Approximate Location of UPL Ditch
-  Data Point Location
-  Wetland A

**SOURCE:**

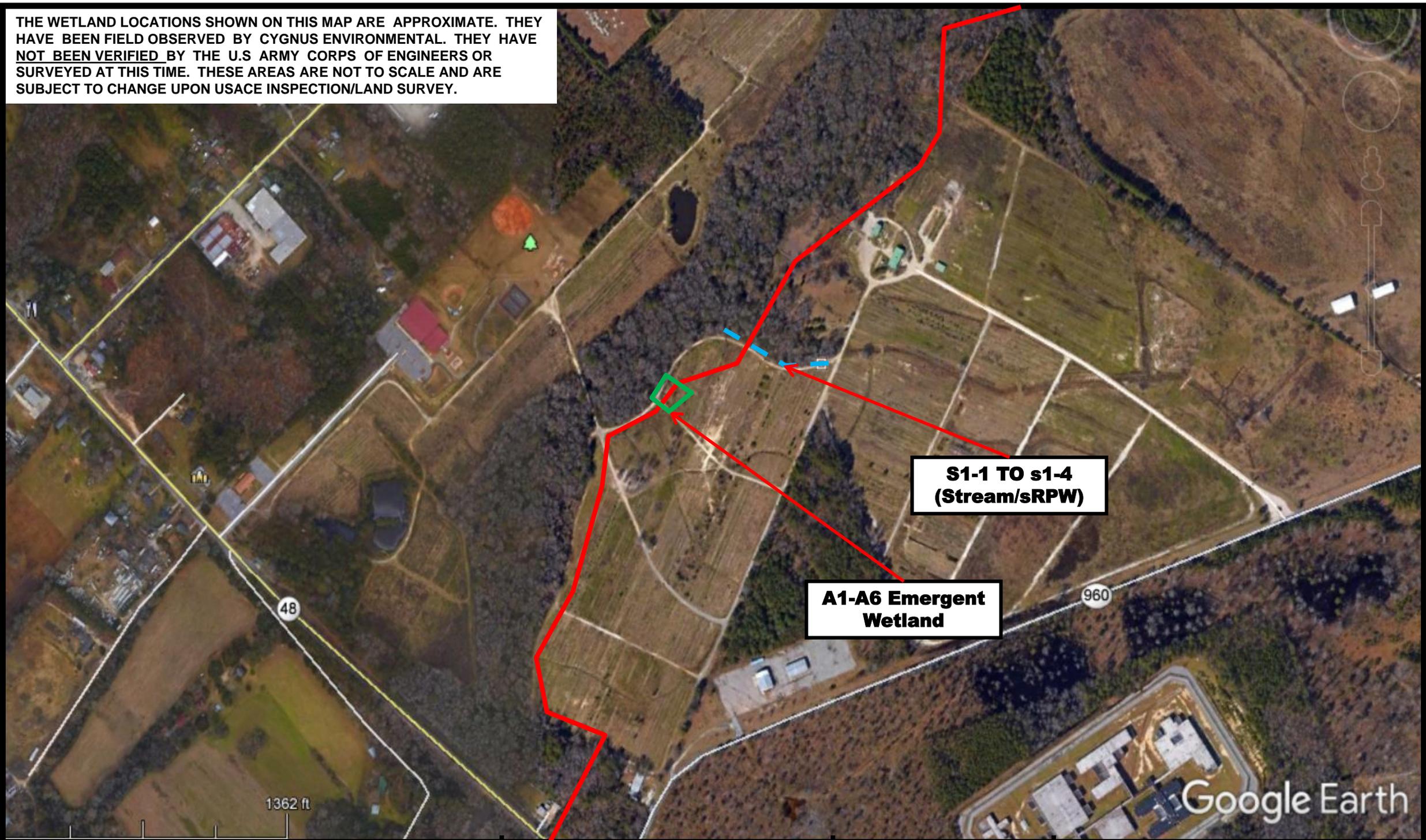
GOOGLE EARTH  
NOT TO SCALE

**FIGURE 4a**  
**WETLAND DETERMINATION MAP**

Project Jushi Gas Main  
Columbia, Richland Co., SC  
Cygnus Project No. 2018-238

THE WETLAND LOCATIONS SHOWN ON THIS MAP ARE APPROXIMATE. THEY HAVE BEEN FIELD OBSERVED BY CYGNUS ENVIRONMENTAL. THEY HAVE NOT BEEN VERIFIED BY THE U.S ARMY CORPS OF ENGINEERS OR SURVEYED AT THIS TIME. THESE AREAS ARE NOT TO SCALE AND ARE SUBJECT TO CHANGE UPON USACE INSPECTION/LAND SURVEY.

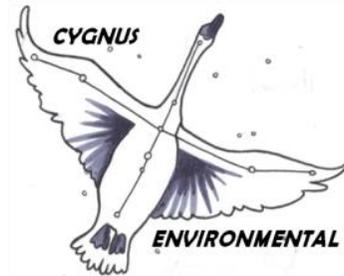
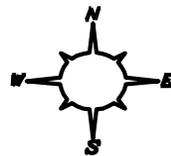


**LEGEND**

-  Approximate Location of Site Boundary
-  Approximate Location of UPL Ditch
-  Data Point Location
-  Wetland A

**SOURCE:**

GOOGLE EARTH  
NOT TO SCALE



**FIGURE 4b  
WETLAND DETERMINATION MAP**

Project Jushi Gas Main  
Columbia, Richland Co., SC  
Cygnus Project No. 2018-238



## TRANSPORTATION PROGRAM

**Request to Condemn Property**  
Polo Road (S-2214,S-2919) Shared Use Path  
SCDOT Project ID P029410  
Richland County Project 0180

**Parcel Numbers:** 3 & 4  
**Tax Map Numbers:** R19810-01-02 – ( Parcel 3) & R19810-01-08 (Parcel 4)  
**Property Owner(s):** EBSCO Polo Village, LLC

**Area of Acquisition:** 0.26 Acre/11,479 SF of land for a permanent right of way easement  
0.21 Acre/9,184 SF of land for a temporary right of way easement

**Amount of Appraised Offer:** \$19,500 for 11,479 SF/0.27 acre of land for the permanent right of way easement and \$3,120.00 for 9,184 SF/0.21 acre of land for the two (2) year temporary right of way easement, plus \$26,180.00 for loss of contributing landscaping.

TOTAL- \$48,800.00

**History of Acquisition:** Acquisition was in accordance with the procedures of the South Carolina Department of Transportation and the Richland County Right-of-Way Policy. Appraised offer in the amount of \$48,800.00 was made. Property owner has been unable to secure a mortgage release or mortgage agreement for the permanent right of way easement.

Map of Property is attached. (three sheets)

Enclosed is the agent's worksheet containing additional information for both parcels 3 & 4.

October 17, 2018  
Page 1 of 1

Condemnation Worksheet

County: RICHLAND  
 Road/Route: Polo Road (S-2214,S-2919) Shared Use Path  
 File: NA  
 Item: NA  
 SCDOT Project ID – P029410  
 RPP Project – No. 0180

Landowner: EBSCO Polo Village, LLC – 5724 Highway 280, E. Birmingham, AL 35242  
 Leslie Yeilding (owner) - Office Phone – 205-981-5135 – Cell -205-306-3795  
 Attorney: Jason Avery – 205-521-8618

Other Condemnee: Capitol One Multifamily Finance, LLC – 7600 Wisconsin Avenue, Suite 800, Bethesda, MD 20814  
 Assigned to: (without recourse) - U.S. Bank National Association, As Trustee for the Registered Holders of J.P. Morgan Chase Commercial Mortgage Securities Corp. Mortgage Pass-Through Certificates, Series 2016-K53

Mortgage Date: 1/31/15 – SEE ATTORNEY TITLE OPINION  
 Recorded Date: 2/2/15  
 Record Book 2002 at Page 2693 – in the Richland County Register of Deeds  
 Amount of \$20,450,000.00  
 Assignment: Date 3/29/16 and recorded 4/1/16

Deed Date: 1/29/15 As to Parcel 3  
 Recorded Date: 2/2/15  
 Purchased From: Polo Village II, LLC  
 Recorded In: Richland County Register of Deeds in Record Book 2202, at Page 2688.

Deed Date: 1/29/15 As to Parcel 4  
 Recorded Date: 2/2/15  
 Purchased From: Polo Village, LLC  
 Recorded in: Richland County Register of Deeds in Record book 2201 at Page 2682.

Tax Map #: R19810-01-02 (Parcel 3) and R19810-01-08 (Parcel 4)

Description of Real Property: obtain – 11,479 SF/0.27 acre of land for permanent easement and 9,184 SF/0.21 acre of land for temporary easement

Property Source for the construction of a section of Polo Road (S-2214,S-2919) Shared Use Path

Consideration: \$19,500 for 11,479 SF/0.27 acre of land for the permanent right of way easement and \$3,120.00 for 9,184 SF/0.21 acre of land in the two (2) year temporary right of way easement plus \$26,180.00 for loss of contributing landscaping.

TOTAL- \$48,800.00

Damages: -0-

## Parcels: 3&amp;4

All that parcel or strip of land, being a permanent right of way Easement, containing 0.27 of an acre (11,479 square feet) 0.27 acre, more or less, and all improvements thereon, if any, owned by EBSCO Polo Village, LLC as shown on Exhibits A&B for parcel 3 and Exhibit A for parcel 4, attached hereto and made a part hereof, on the left, of the Polo Road (S-2214, S-2919) existing survey centerline between approximate survey stations 107+99.32 to 112+06.67; and 113+71.45 to 117+17.78 (parcel 3), also on the left, of the Polo Road existing survey centerline (S-2214, S-2919) between survey station 112+02.86 to 113+71.45 (parcel 4). Being a portion of the property conveyed to EBSCO Polo Village, LLC by deed of Polo Village II, LLC recorded on February 2, 2015 in Deed Book 2002 at Page 2688 in the Register of Deeds for Richland County and shown as a portion of TMS numbers R19810-01-02 and R19810-01008.

Also here condemned is a temporary right-of-way Easement totaling 9,184 SF/0.21 AC, as shown on exhibits A&B for (Parcel 3) containing 7,571 SF/0.17 AC and exhibit A for (parcel 4) containing 1,613 SF/0.04 AC, attached and made a part hereof, on the left, of the Polo Road survey centerline, between approximate survey stations 107+93.15 and 112+02.86 and 113+71.50 to 117+21.90 (parcel 3) and on the left, of the Polo Road survey centerline, between approximate survey stations 112+99.07 and 113+71.48 (parcel 4.) The temporary right-of-way easement shall be for a two (2) year period beginning from construction commencement or upon construction completion and acceptance of the project, after which time shall revert back to the condemnee. Parcels 3 and 4 are more specifically referenced as TMS Nos. R19810-01-02 (parcel 3) and R19810-01-08 (parcel 4.)

Tax Map Number 19810-01-02 – Parcel 3

Tax Map Number 19810-01-08 – Parcel 4



EXHIBIT A

PLEASE REFER TO THE PLAN SHEET FOR THE LOCATION OF THE PROJECT. PER TABLE SPECIFICALLY FILE: SP1614

ALL STATION/OFFSETS ARE BASED OFF EXISTING CENTERLINE

RICHLAND COUNTY (S-2214/R-2919 POLO RD)  
 Area of Acquisition From Tract No. 3  
 Scale: 1" = 50'  
 Project ID: P029410  
 Original prepared: 05/09/2018  
 Revised: 07/02/2018

DAVIS & FLOYD  
 SHEET 1844

MATCHLINE STA 113+00 SEE EXHIBIT B

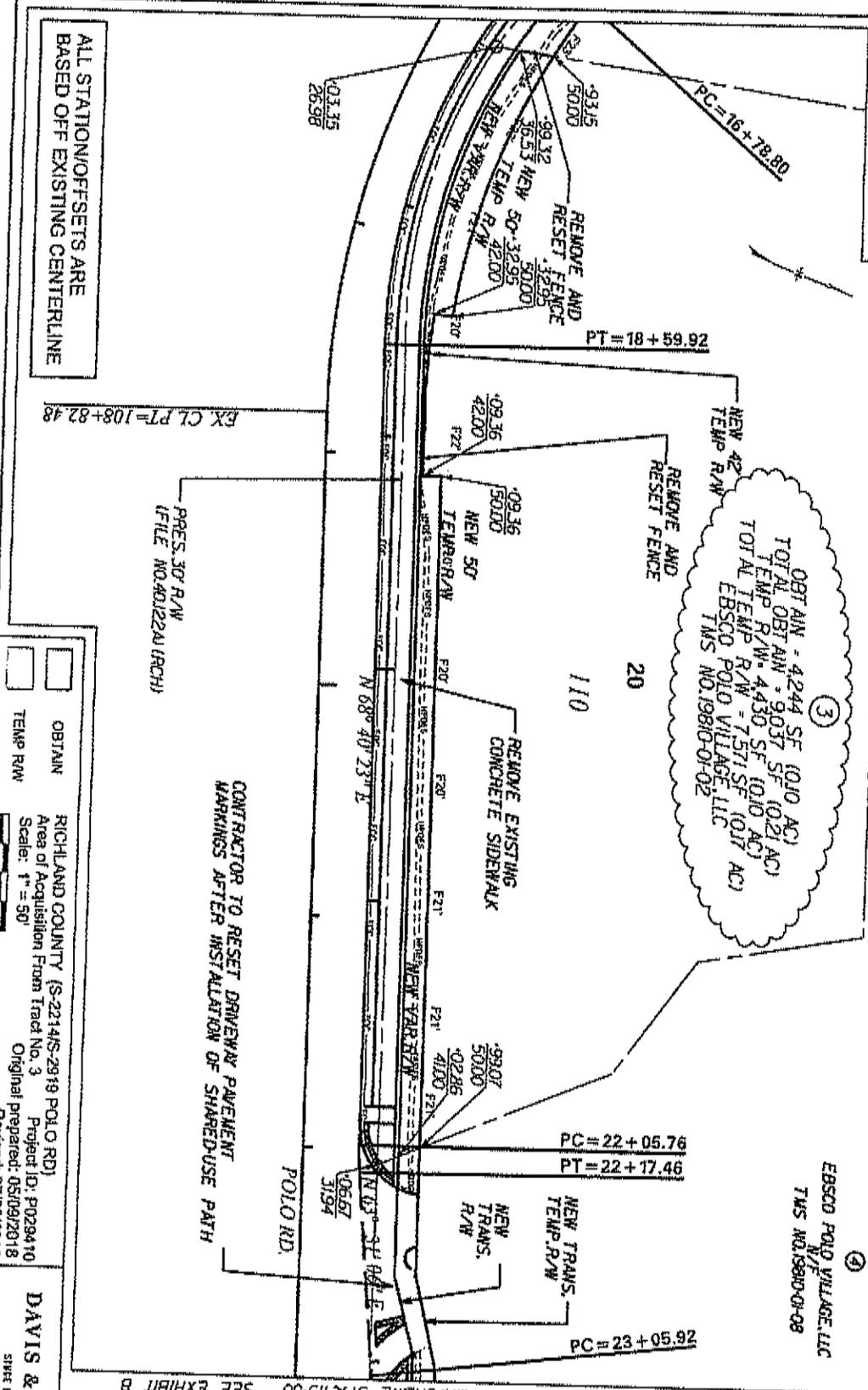




EXHIBIT A

EBSCO POLO VILLAGE, LLC  
N/A  
TMS NO.19810-01-02

④  
TOTAL OBTAIN = 2,442 SF (0.06 AC)  
TOTAL TEMP R/W = 1,613 SF (0.04 AC)  
EBSCO POLO VILLAGE, LLC  
TMS NO.19810-01-08

EBSCO POLO VILLAGE, LLC  
N/A  
TMS NO.19810-01-02

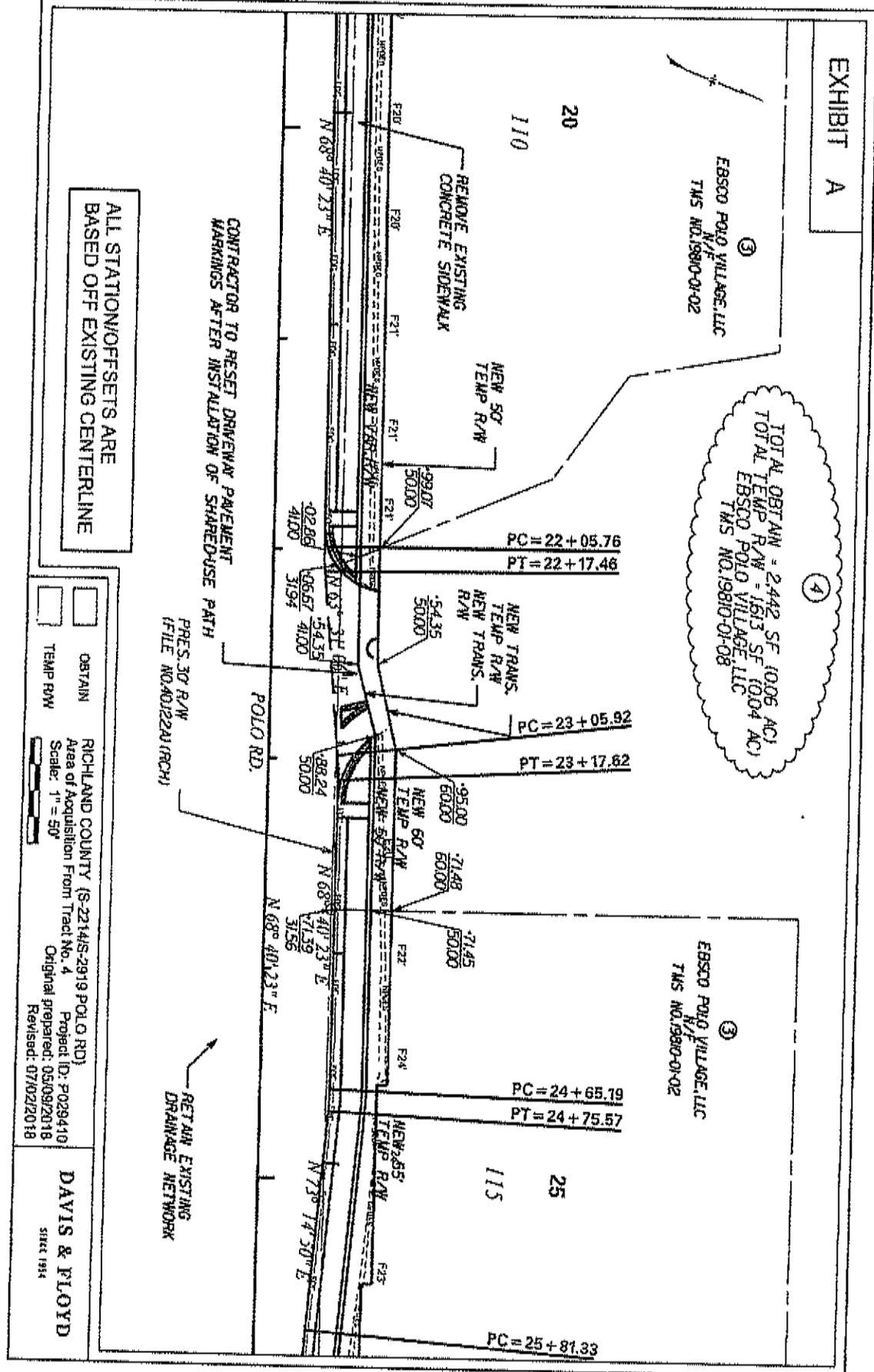
ALL STATION/OFFSETS ARE  
BASED OFF EXISTING CENTERLINE

RICHLAND COUNTY (S-2214/S-2919 POLO RD)  
Area of Acquisition From Tract No. 4  
Project ID: P029410  
Original prepared: 05/09/2018  
Revised: 07/02/2018

DAVIS & FLOYD  
SHEET 1934

CONTRACTOR TO RESET DRIVEWAY PAVEMENT  
MARKINGS AFTER INSTALLATION OF SHARED-USE PATH  
PRES. 30' R/W  
(FILE NO.A0122A1(RCH))

RETAIN EXISTING  
DRAINAGE NETWORK



P.O. OR. & SUTHERLAND  
SCALE: 1"=50'  
PLOTTED: 04/28/18  
REV: 04/28/18  
PLOT: 04/28/18




Type Of Instrument:  Easement  Title  Permission  Other

Condemn  Yes  No Advertise:  Yes  No

Survey (1) From 107+99.32 To 112 left (2) From 113+70 To 117+17.78 left

Temp. Construction Easement Stations (3) From 107+93.15 To 112 left (4) From Easement 113+70 To 117+17.78 left

- 1-New variable width R/W
  - 2-New variable width R/W
  - 3-New variable width R/W
  - 4-New variable width R/W
- 1- Variable width
  - 2- variable width
  - 3-variable width
  - 4-variable width

Width Of R/W \_\_\_\_\_ Feet, That Is \_\_\_\_\_ Feet On \_\_\_\_\_ Left of Polo Road \_\_\_\_\_ Side Of The Centerline

OTHER SPECIAL PROVISION

TRIANGULAR AREAS

Size \_\_\_\_\_  Lt  Rt Sta \_\_\_\_\_ At The Intersection Of \_\_\_\_\_ & \_\_\_\_\_  
 Size \_\_\_\_\_  Lt  Rt Sta \_\_\_\_\_ At The Intersection Of \_\_\_\_\_ & \_\_\_\_\_  
 Outfall Ditch:  Construct  Clean  Right Of Way  
 Rt  Lt Sta \_\_\_\_\_ For \_\_\_\_\_ Feet  
 Rt  Lt Sta \_\_\_\_\_ For \_\_\_\_\_ Feet  
 Construction Slopes: \_\_\_\_\_ Between Survey Stations \_\_\_\_\_ & \_\_\_\_\_  
 Relocated Centerline: \_\_\_\_\_ Between Survey Stations \_\_\_\_\_ & \_\_\_\_\_

PRELIMINARY CONTACT

Person Contacted Leslie Yeilding Date 5-30-17

Person Present Luke Meetze Place Contacted EBSCO Polo Village, LLC  
5724 Highway 280 E  
Birmingham, AL 35242

Remarks:

Date Brochure Delivered \_\_\_\_\_ Date Appraisal Approved \_\_\_\_\_

Date 100% Drawdown Offered (Federal Projects Only) N/A  
 Appraisal Requested:  Yes  No

Additional Remarks:

5-24-17 Agent received the title opinion from Jennifer Bragg.  
 5-30-17 Preliminary contact and plans were mailed to the address provided.  
 6-5-17 Received a phone call from Leslie Yeilding expressing his disapproval of the right-of-way required from his properties. After speaking with Jennifer Bragg I called him back to request a conference call with him, Jennifer Bragg and myself. He agreed to a conference call he told me he would have to see when his lawyer was available to sit in on

the call as well. He provided me with his email to contact him to set up the conference call. I emailed him thanking him for speaking with me and asked him to let me know when he would be available for the conference call.

6-7-17 Phone conference scheduled for 6-9-17 at 11:00 a.m.

6-9-17 Had conference call with Leslie Yeilding of EBSCO. Jack Kubiszyn, Aaron Amick, and Jennifer Bragg were on the call. They had many questions and concerns about the specifics of the path. They were concerned with how it would affect their compliance with all zoning ordinances. They wanted the CAD drawings of the plans to share with their surveyor. They proposed the idea of an easement in place or a title. Jennifer Bragg is going to get the CAD drawings and an updated set of plans and provide it to me so I can make it available to them. An appraisal will not be ordered until this happens.

6-15-17 CAD drawings and updated set of plans forwarded to Leslie Yeilding and company.

6-15-17 Jack Kubiszyn confirmed that they would like to move forward with an easement instead of a title.

6-23-17 Jack Kubiszyn confirmed they would like to go the route of a reduced ROW with a temporary construction easement.

6-23-17 Finalized set of plans was emailed to Jack Kubiszyn per request.

6-24-17 Jack Kubiszyn emailed a list of questions about the ROW. I met with Mrs. Jennifer Bragg and we responded to his questions.

6-24-17 Emailed Tim Seybt requesting appraisal.

8-22-17 Was informed by Tim Seybt that the project was placed on hold.

4-30-18 Tim Seybt emailed informing that appraisal was in and appraisal was picked up and delivered to me by Mike Meetze.

5-5-18 Emailed Jack Kubiszyn telling him that the county was ready to move forward with the project and that I would be sending out an official offer letter in the coming week. Requested address to send offer letter to. Also requested a conference call with his team once they had reviewed the offer letter.

5-5-18 Received an automated response that Jack Kubiszyn was not working there anymore. Proceeded to email Leslie Yeilding who was my initial contact.

5-7-18 Mr. Yeilding reiterated their desire to convert the right-of-way to an easement as opposed to an acquisition. I informed him that those plans were still in place.

5-11-18 Mailed offer letter and appraisal to the address on file.

5-22-18 Received email from Jason Avery representing EBSCO Polo Village apartments informing me that he was to be my point of contact. He appears to be taking the place of Jack Kubiszyn. He also requested the most recent exhibits of the project. Emailed him later that evening with the most recent exhibits.

6-6-18 Received email from Jason Avery asking if I would be the one to prepare the documents for the easement. I informed him that I would be doing this.

6-28-18 Received email from Jason Avery asking if the easement had been prepared. I responded that I was waiting for Davis & Floyd to let me know how the deed should be prepared. He also reiterated that their mortgage agreement doesn't allow for a fee simple but does allow for an easement. I informed him that in order for Richland County to cut them a check that we would need a mortgage release.

7-19-18 The temporary ROW easement and permanent easement were mailed to the address of file. I emailed Jason Avery informing him of this and he requested that I email him a copy of the documents as well. I sent him a pdf version of both easements and all exhibits for his review.

7-20-18 Jason Avery emailed requesting the CAD files. I emailed him the CAD files that I sent a year ago.

7-25-18 Jason Avery emailed requesting a conference call on 7-26-18 at 9:30 Eastern time.

7-26-18 Had a conference call with Jason Avery and several others representing EBSCO Polo Village. They had some questions regarding the landscaping and irrigation systems. Were those figured into the offer amount? They also had several other specific questions regarding items that would or would not be affected by the construction. I asked them to type up a list of specifics that they would like addressed and email that to me.

7-30-18 Received a list from EBSCO of questions regarding the easement. Forwarded those questions to Tim Seybt.

7-30-18 Received email from Tim Seybt in response to questions and forwarded those responses to EBSCO. Also requested to meet on the site with a representative to look at irrigation and account for all landscaping in the appraisal.

8-21-18 Emailed asking when someone would be available to meet with me on site to discuss the irrigation and landscaping. Also informed them that the deadline for the project was September 10.

9-6-18 Received email from Jason Avery. Email contained 2 landscaping quotes. They requested more money for landscaping and expressed concerns over how the storm water drainage would be handled. They asked to meet on site to go over some of the details. I relayed their concerns to Tim Seybt.

9-11-18 Responded to Mr. Avery raising the offer for landscaping to \$30,000. I also informed him of how the storm water drainage would be handled and that EBSCO would actually have less runoff issues with the way the storm drain will be constructed than they currently do.

9-14-18 Received email from Jason Avery expressing concerns over how the fence would be moved and if it would be put back to their specifications. He still continued to express concern over the drainage and irrigation system and requested to meet on site. I relayed his concerns to Mr. Seybt.

9-18-18 Received email from Kevin Sheppard stating they would be fine with meeting on site and to request some dates and times to meet. I relayed this information and requested some times to meet on site.

9-19-18 A meeting was scheduled for the 24<sup>th</sup> at 4:00 at the Polo Village Site

9-24-18 Met with Polo Village representatives at the site along with Kevin Sheppard and Tim Seybt. Their main concerns were about the storm water drainage and how it would affect water running onto their property. We explained that as a result of the curb and gutter being put in as part of the project that they would have less water running onto their property than they currently do. They also expressed concern over the irrigation system that would need to be moved. Concerns were about how much irrigation would be affected and how it would be moved. There

was also concern over not knowing exactly where the irrigation system lay underground and how that would affect the construction and how it would be replaced. Some of the questions will have to be left unknown due to the fact that no one knows exactly where the irrigation lines run under the ground. We assured them that regardless of the circumstances that the irrigation would be placed back as it was.

9-25-18 Received email from Jason Avery requesting a phone conference with Tim Seybt, Kevin Sheppard and myself to discuss some issues around replacing irrigation, and the timing of that so that the front entrance remains up to its current state and potential cost related to this.

9-26-18 A phone conference with all parties was scheduled for October 2 at 3:30 Eastern. An updated offer letter detailing the increased amount of \$30,000 for landscaping was emailed to Jason Avery. A mortgage release agreement was also emailed to Jason Avery.

10-2-18 Phone conference was held between Jason Avery, Leslie Yeilding, Aaron Amick, Tim Seybt, Kevin Sheppard and myself. Irrigation system replacement was discussed but the main issue continued to be the mortgage release as they continued to insist their mortgage company would not sign a release. They requested the SCDOT Right of Way Manual.

10-2-18 Kevin Sheppard provided me the SCDOT Right of Way manual which I forwarded to Jason Avery and the rest of the EBSCO members on the conference call.

10-2-18 Received email from Jason Avery asking why the manual seemed to be more geared for SCDOT highway acquisitions (whether fee or by easement), as opposed to an easement for a pathway granted in favor of Richland County.

10-3-18 Relayed response to Jason Avery that the County entered into an Intergovernmental Agreement (IGA) with SCDOT specifying the cooperative requirements regarding the design, right of way acquisition and construction services for the improvement(s) of certain transportation facilities throughout Richland County. Also attached to the email were the pages of this IGA in reference to the Right of Way Acquisition.

10-8-18 Received a phone call from Jason Avery, Leslie Yeilding, and Aaron Amick stating that they were comfortable with everything related to the project but the only remaining issue was the mortgage release. The found in the SCDOT manual where the Assistant Director or Director of Right of Way for the SCDOT could waive the mortgage release. They requested that we attempt to have the mortgage release waived.

10-9-18 Tim Seybt informed me he would be requesting the waiver from the SCDOT.

10-15-18 Tim Seybt emailed me informing me that the SCDOT had declined to grant the waiver and that the only recourse at this point was condemnation. He also informed me that we would need to rescind our counter offer and condemn on the official appraised amount. I emailed this information to Jason Avery.

10-16-18 Received email from Jason Avery requesting we hold off on the condemnation until they were able to have further internal discussions as well as communication with their lender. He also requested the name and contact information of whom the waiver request was submitted to in the SCDOT. I emailed this to Tim Seybt.

10-16-18 Tim Seybt responded that we would not provide the contact information for the person at the SCDOT because it is not the property owners place to communicate with the SCDOT. He said we would hold off the condemnation notice until November 1 but at that point we would have to move forward. I relayed this information to Jason Avery.

10-17-18 Emailed Jason Avery forwarding a mortgage agreement to see if they were able to utilize this.

10-17-18 Received email from Jason Avery expressing concern of the use of the terms "deed of easement" in the mortgage agreement.

10-17-18 Relayed this concern to Tim Seybt and he adjusted the language to state "permanent easement". I forwarded this along to Jason Avery.

**RIGHT OF WAY AGENT'S WORKSHEET**

Road/Route: Polo Road (S-2214, S-2919) Shared Use Path Pin N/A File: N/A  
 County: Richland Project: PO29410 Item 180  
 Plan Sheet: 4A, 6, D1 R/W Agent Luke Meetze Tract Tract 4  
 Property Address (Physical): 1270 Polo Road, Columbia S.C. 29223

**OWNER'S AND ADDRESSES**

EBSCO Polo Village, LLC  
 5724 Highway 280 E  
 Birmingham, AL 35242  
 Leslie Yeilding - 205-981-5135 -cell 205-3063795  
 Jason Avery - 205-521-8618

Name & Address:

Phone: Day \_\_\_\_\_ Evening \_\_\_\_\_

**MORTGAGES AND ADDRESSES**

Capital One Multifamily Finance, LLC  
 7600 Wisconsin Avenue, Suite 800  
 Name & Address: Bethesda, MD 20814

Recorded: Book 2002 Page 2963 Date rec. 2-2-15 Amount 20,450,000.00  
 d. 1-30-15  
 Lessees  Liens  Judgements

Assigned To: U.S. Bank National Association, As Trustee for the Registered Holders of J.P. Morgan Chase Commercial Mortgage Securities Corp. Multifamily Mortgage Pass-Through Certificates, Series 2016-K53  
 Book 2100 Page 286  
 March 29, 2016, Rec. April 1, 2016

Name(s)/Addresses: Note: Without Recourse

**OWNERSHIP**

Before: 17.75 AC Dimensions: Irregular  
2,442 SF/0.06 AC  
 Acquisition: Temp. Easement 1,613 SF/ 0.04 AC  
 After: 17.69 AC

2002 2682  
 1142 1555  
 Tax Map No.: 19810-01-08 (a portion of) Plat Information: Book 1766 Page 2183

**TITLE ABSTRACT**

From	To	Date	Amount	Book	Page
Polo Village, LLC	EBSCO Polo Village, LLC	D. January 29, 2015 R. February 2, 2015	20,198,461.54	R2082	2682
Ripley Point Associates, LLC	Polo Village, LLC	D. January 12, 2006 R. January 13, 2006	\$10.00	R1142	1555
Decd of Polo Village, LLC	Polo Village II, LLC			1766	2183


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

Survey (1) From 112 To 113+70 left (2) From Temp. Construction Easement 112 To 113+70 left  
 Stations (3) From \_\_\_\_\_ To \_\_\_\_\_ (4) From \_\_\_\_\_ To \_\_\_\_\_  
 Width Of R/W 1-New Variable width R/W Feet, That Is 1-Variable Width Feet On Left of Polo Road Side Of The Centerline  
2-New variable width R/W 2-variable width

OTHER SPECIAL PROVISION

TRIANGULAR AREAS

Size \_\_\_\_\_  Lt  Rt Sta \_\_\_\_\_ At The Intersection Of \_\_\_\_\_ & \_\_\_\_\_  
 Size \_\_\_\_\_  Lt  Rt Sta \_\_\_\_\_ At The Intersection Of \_\_\_\_\_ & \_\_\_\_\_  
 Outfall Ditch:  Construct  Clean  Right Of Way  
 Rt  Lt Sta \_\_\_\_\_ For \_\_\_\_\_ Feet  
 Rt  Lt Sta \_\_\_\_\_ For \_\_\_\_\_ Feet  
 Construction Slopes: Between Survey Stations \_\_\_\_\_ & \_\_\_\_\_  
 Relocated Centerline: Between Survey Stations \_\_\_\_\_ & \_\_\_\_\_

PRELIMINARY CONTACT

Person Contacted Leslie Yeilding Date 5-30-17

Person Present Luke Meetze Place Contacted EBSCO Polo Village, LLC  
5724 Highway 280 E  
Birmingham, AL 35242

Remarks:

Date Brochure Delivered \_\_\_\_\_ Date Appraisal Approved \_\_\_\_\_

Date 100% Drawdown Offered (Federal Projects Only) N/A

Appraisal Requested:  Yes  No

Additional Remarks:

5-24-17 Agent received the title opinion from Jennifer Bragg.  
 5-30-17 Preliminary contact and plans were mailed to the address provided.  
 6-5-17 Received a phone call from Leslie Yeilding expressing his disapproval of the right-of-way required from his properties. After speaking with Jennifer Bragg I called him back to request a conference call with him, Jennifer Bragg and myself. He agreed to a conference call he told me he would have to see when his lawyer was available to sit in on the call as well. He provided me with his email to contact him to set up the conference call. I emailed him thanking him for speaking with me and asked him to let me know when he would be available for the conference call.  
 6-7-17 Phone conference scheduled for 6-9-17 at 11:00 a.m.  
 6-9-17 Had conference call with Leslie Yeilding of EBSCO. Jack Kubiszyn, Aaron Amick, and Jennifer Bragg were on the call. They had many questions and concerns about the specifics of the path. They were concerned with how it would affect their compliance with all zoning ordinances. They wanted the CAD drawings of the plans to share with their surveyor. They proposed the idea of an easement in place or a title. Jennifer Bragg is going to get the CAD

drawings and an updated set of plans and provide it to me so I can make it available to them. An appraisal will not be ordered until this happens.

6-15-17 CAD drawings and updated set of plans forwarded to Leslie Yeilding and company.

6-15-17 Jack Kubiszyn confirmed that they would like to move forward with an easement instead of a title.

6-23-17 Jack Kubiszyn confirmed they would like to go the route of a reduced ROW with a temporary construction easement

6-23-17 Finalized set of plans was emailed to Jack Kubiszyn per request.

6-24-17 Jack Kubiszyn emailed a list of questions about the ROW. I met with Mrs. Jennifer Bragg and we responded to his questions.

6-24-17 Emailed Tim Seybt requesting appraisal.

8-22-17 Was informed by Tim Seybt that the project was placed on hold.

4-30-18 Tim Seybt emailed informing that appraisal was in and appraisal was picked up and delivered to me by Mike Meetze.

5-5-18 Emailed Jack Kubiszyn telling him that the county was ready to move forward with the project and that I would be sending out an official offer letter in the coming week. Requested address to send offer letter to. Also requested a conference call with his team once they had reviewed the offer letter.

5-5-18 Received an automated response that Jack Kubiszyn was not working there anymore. Proceeded to email Leslie Yeilding who was my initial contact.

5-7-18 Mr. Yeilding reiterated their desire to convert the right-of-way to an easement as opposed to an acquisition. I informed him that those plans were still in place.

5-11-18 Mailed offer letter and appraisal to the address on file.

5-22-18 Received email from Jason Avery representing EBSCO Polo Village apartments informing me that he was to be my point of contact. He appears to be taking the place of Jack Kubiszyn. He also requested the most recent exhibits of the project. Emailed him later that evening with the most recent exhibits.

6-6-18 Received email from Jason Avery asking if I would be the one to prepare the documents for the easement. I informed him that I would be doing this.

6-28-18 Received email from Jason Avery asking if the easement had been prepared. I responded that I was waiting for Davis & Floyd to let me know how the deed should be prepared. He also reiterated that their mortgage agreement doesn't allow for a fee simple but does allow for an easement. I informed him that in order for Richland County to cut them a check that we would need a mortgage release.

7-19-18 The temporary ROW easement and permanent easement were mailed to the address of file. I emailed Jason Avery informing him of this and he requested that I email him a copy of the documents as well. I sent him a pdf version of both easements and all exhibits for his review.

7-20-18 Jason Avery emailed requesting the CAD files. I emailed him the CAD files that I sent a year ago.

7-25-18 Jason Avery emailed requesting a conference call on 7-26-18 at 9:30 Eastern time.

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District: All  
 Type: All  
 Status: All

Program Status Report



No.	Project Name	Project Limits		District(s)	* Status
		From	To		
<b>Widening</b>					
271	Atlas Rd Widening	Bluff Rd	Garners Ferry Rd	10, 11	Right-of-Way Phase
<b>425</b>	<b>Bluff Rd Widening Phase 1</b>	<b>Rosewood</b>	<b>George Rogers</b>	<b>10</b>	<b>Construction Complete</b>
272	Bluff Road Phase 2 Improvements	National Guard	South Beltline Blvd	10	Design Phase
273	Blythewood Rd Widening	Syrup Mill Rd	I-77	02	Right-of-Way Phase
274	Blythewood Road Area Improvements	Fulmer Road	Main Street	02	Design Phase
275	Broad River Rd Widening	Royal Tower Rd	Dutch Fork Rd	01	Design Phase
276	Clemson Rd Widening	Old Clemson Rd	Chimneyridge Drive	09, 10	Procurement Phase
<b>277</b>	<b>Hardscrabble Rd Widening</b>	<b>Farrow Road</b>	<b>Kelly Mill Road</b>	<b>02, 07, 08, 09</b>	<b>Construction Phase</b>
278	Leesburg Road Widening	Fairmont Rd	Lower Richland Blvd	10, 11	Right-of-Way Phase
279	Lower Richland Blvd Widening	Rabbit Run Rd	Garners Ferry Rd	11	Design Phase
<b>280</b>	<b>North Main Street (Phases IA2 &amp; III; II &amp; IV) Widening</b>	<b>Anthony Avenue</b>	<b>Fuller Avenue</b>	<b>04</b>	<b>Construction Phase</b>
281	Pineview Rd Improvements	Bluff Rd	Garners Ferry Rd	10, 11	Design Phase
282	Polo Rd Widening	Mallet Hill Rd	Two Notch Rd	08, 09, 10	Design Phase
283	Shop Rd Widening	George Rogers Blvd	South Beltline Blvd	10	Design Phase
284	Spears Creek Church Rd Widening	Two Notch Rd	Percival Rd	09, 10	Not Started
<b>Intersection</b>					
<b>292</b>	<b>Broad River Rd. and Rushmore Rd. Intersection</b>	<b>Broad River Rd.</b>	<b>Rushmore Rd.</b>	<b>02</b>	<b>Construction Complete</b>
293	Bull St. and Elmwood Ave. Intersection	Bull St.	Elmwood Ave.	04	Right-of-Way Phase
<b>294</b>	<b>Clemson Rd. and Rhame Rd./North Springs Rd.</b>	<b>Clemson Rd.</b>	<b>Rhame Rd./North</b>	<b>08, 09</b>	<b>Construction Complete</b>
295	Clemson Rd. and Sparkleberry Ln. (to Mallet Hill Rd.)	Clemson Rd.	Sparkleberry Ln.	09, 10	Right-of-Way Phase
<b>296</b>	<b>Farrow Rd. and Pisgah Church Rd. Intersection</b>	<b>Farrow Rd.</b>	<b>Pisgah Church Rd.</b>	<b>07</b>	<b>Construction Complete</b>
297	Garners Ferry Rd. and Harmon Rd. Intersection	Garners Ferry Rd.	Harmon Rd.	11	Right-of-Way Phase
<b>298</b>	<b>Hardscrabble Rd. and Kelly Mill Rd./Rimer Pond Rd.</b>	<b>Hardscrabble Rd.</b>	<b>Kelly Mill Rd./Rimer</b>	<b>02, 09</b>	<b>Construction Phase</b>
<b>299</b>	<b>Kennerly Rd. and Coogler Rd./Steeple Ridge Rd.</b>	<b>Kennerly Rd.</b>	<b>Coogler/Steeple Ridge</b>	<b>01</b>	<b>Construction Complete</b>
<b>300</b>	<b>North Main St. and Monticello Rd. Intersection</b>	<b>North Main St.</b>	<b>Monticello Rd.</b>	<b>04</b>	<b>Construction Phase</b>
301	North Springs Rd. and Harrington Rd. Intersection	North Springs Rd.	Harrington Rd.	08, 09	Right-of-Way Phase
<b>302</b>	<b>North Springs Rd. and Risdon Way Intersection</b>	<b>North Springs Rd.</b>	<b>Risdon Way</b>	<b>08, 09</b>	<b>Construction Complete</b>
303	Screaming Eagle Rd. and Percival Rd. Intersection	Screaming Eagle Rd.	Percival Rd.	09, 10	Right-of-Way Phase
<b>304</b>	<b>Summit Pkwy and Summit Ridge Dr Intersection</b>	<b>Summit Pkwy</b>	<b>Summit Ridge Dr</b>	<b>08, 09</b>	<b>Construction Complete</b>
<b>305</b>	<b>Wilson Blvd. and Killian Rd. Intersection</b>	<b>Wilson Blvd.</b>	<b>Killian Rd.</b>	<b>07</b>	<b>Construction Complete</b>
<b>306</b>	<b>Wilson Blvd. and Pisgah Church Rd. Intersection</b>	<b>Wilson Blvd.</b>	<b>Pisgah Church Rd.</b>	<b>07</b>	<b>Construction Complete</b>

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

No.	Project Name	Project Limits		District(s)	* Status
		From	To		
<b>Special</b>					
285	Commerce Drive Improvements Special	Royster Street	Jim Hamilton Boulevard	05, 10	Not Started
287	Kelly Mill Rd.	Hardscrabble Rd.	EJW Road	02, 09	Not Started
<b>289</b>	<b>Riverbanks Zoo Pedestrian Bridge</b>			<b>05</b>	<b>Construction Complete</b>
<b>290</b>	<b>Shop Road Extension Phase 1</b>	<b>Pineview Road</b>	<b>Longwood Road</b>	<b>10</b>	<b>Construction Phase</b>
324	Shop Road Extension Phase 2	Longwood Road	Garners Ferry Road	10, 11	Design Phase
<b>Innovista</b>					
<b>319</b>	<b>Innovista 1 - Greene Street Phase 1</b>	<b>Gadsden Street</b>	<b>Assembly Street</b>	<b>05</b>	<b>Construction Complete</b>
321	Innovista 2 - Greene Street Phase 2	Huger Street	Gadsden Street	05	Right-of-Way Phase
322	Innovista 3 - Williams Street			05	Not Started
<b>Neighborhood Improvement</b>					
330	Broad River Corridor Neighborhood Improvements			02, 04, 05	Design Phase
328	Crane Creek Neighborhood Improvements			04, 07	Design Phase
326	Decker Blvd/Woodfield Park Neighborhood			08	Design Phase
325	Broad River Neighborhood Improvements			04	Procurement Phase
<b>327</b>	<b>Candlewood Neighborhood Improvements</b>			<b>08</b>	<b>Construction Phase</b>
318	Southeast Richland Neighborhood Improvements			11	Procurement Phase
329	Trenholm Acres / Newcastle Neighborhood			03	Design Phase
<b>Greenway</b>					
131	Columbia Mall Greenway	Trenholm (N of O'Neil)	Trenholm (S of Dent)	03, 08	Design Phase
134	Crane Creek Greenway B	Crane Creek A	Smith Branch	04	Design Phase
133	Crane Creek Greenway Section A	Monticello Road	Broad River	04	Design Phase
132	Crane Creek Greenway Section C (Crane Forest)	Peachwood Dr	Crane Creek	04, 07	Design Phase
135	Dutchman Blvd Connector Greenway	Broad River Rd	Lake Murray Blvd	02	Design Phase
136	Gills Creek A Greenway	Ft. Jackson Blvd	Mikell Ave	06	Design Phase
137	Gills Creek B Greenway	Wildcat Creek	Leesburg Road	06, 10, 11	Planning Phase
138	Gills Creek North Greenway C	Trenholm Rd	Lake Katherine	06	Planning Phase
<b>139</b>	<b>Lincoln Tunnel Greenway</b>	<b>Finlay Park/Taylor St</b>	<b>Elmwood Ave Bridge</b>	<b>04, 05</b>	<b>Construction Complete</b>
140	Polo Rd/Windsor Lake Connector Greenway	Polo Road	Windsor Lake Blvd	08	Design Phase
143	Smith/Rocky Branch Greenway A	Three Rivers Greenway	Clement Rd	04	Design Phase
142	Smith/Rocky Branch Greenway B	Clement Rd	Colonial Dr	04	Design Phase
141	Smith/Rocky Branch Greenway C	Downtown	Granby Park	05, 10	Design Phase
<b>144</b>	<b>Three Rivers Greenway Extension Ph. 1</b>	<b>I-26 overpass</b>	<b>Columbia Canal Walk</b>	<b>05</b>	<b>Construction Phase</b>
145	Woodbury/Old Leesburg Connector Greenway	Woodbury Dr	Old Leesburg Rd	11	Design Phase

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		From	To		
<b>Sidewalk</b>					
146	Alpine Rd Sidewalk	Two Notch Rd	Percival Rd	03, 08, 10	Right-of-Way Phase
147	Assembly St Sidewalk	Whaley St	Beltline Blvd	05, 10	Design Phase
148	<b>Blossom St Sidewalk</b>	<b>Williams St</b>	<b>Huger St</b>	<b>05</b>	<b>Construction Complete</b>
149	<b>Blythewood Rd Sidewalk</b>	<b>I-77</b>	<b>Main St</b>	<b>02</b>	<b>Construction Complete</b>
150	<b>Bratton St Sidewalk</b>	<b>King St</b>	<b>Fairview</b>	<b>05</b>	<b>Construction Complete</b>
151	<b>Broad River Rd Sidewalk</b>	<b>Greystone Blvd</b>	<b>Broad River Bridge</b>	<b>04, 05</b>	<b>Construction Complete</b>
152	Broad River Rd Sidewalk	Harbison Blvd	Bush River Rd	02, 04, 05	Planning Phase
153	Broad River Rd Sidewalk	I-26	Harbison Blvd	02	Planning Phase
154	<b>Calhoun St Sidewalk</b>	<b>Gadsden St</b>	<b>Wayne St</b>	<b>04</b>	<b>Construction Complete</b>
182	<b>Capers Ave Sidewalk</b>	<b>S. Ravenel</b>	<b>S. Ott</b>	<b>05</b>	<b>Construction Complete</b>
155	Clemson Rd Sidewalk	Longtown Rd	Two Notch Rd	07, 08, 09	Design Phase
156	Clemson Rd Sidewalk Ph. 1	Two Notch Rd	Percival Rd	09, 10	Right-of-Way Phase
157	<b>Colonial Dr Sidewalk</b>	<b>Harden St</b>	<b>Academy St</b>	<b>04</b>	<b>Construction Complete</b>
158	<b>Columbiana Dr Sidewalk</b>	<b>Lexington County Line</b>	<b>Lake Murray Blvd</b>	<b>02</b>	<b>Construction Complete</b>
159	Fort Jackson Blvd Sidewalk	Wildcat Rd	I-77	06	Design Phase
160	<b>Franklin St Sidewalk</b>	<b>Sumter St</b>	<b>Bull St</b>	<b>04</b>	<b>Construction Complete</b>
161	<b>Gervais St Sidewalk</b>	<b>450' west of Gist St</b>	<b>Gist St</b>	<b>05</b>	<b>Construction Complete</b>
162	<b>Gervais St Sidewalk</b>	<b>Gist St</b>	<b>Huger St</b>	<b>05</b>	<b>Construction Complete</b>
163	<b>Grand St Sidewalk</b>	<b>Shealy St</b>	<b>Hydrick St</b>	<b>04</b>	<b>Construction Complete</b>
164	Harrison Road Sidewalk	Two Notch Rd.	Forest Dr.	03	Right-of-Way Phase
165	Huger St Sidewalk	Blossom St	Gervais St	05	Planning Phase
166	<b>Jefferson St Sidewalk</b>	<b>Sumter St</b>	<b>Bull St</b>	<b>04</b>	<b>Construction Complete</b>
167	<b>Koon Road Sidewalk</b>	<b>Malinda Road</b>	<b>Farmview Street</b>	<b>03</b>	<b>Construction Phase</b>
168	<b>Laurel St Sidewalk</b>	<b>Gadsden St</b>	<b>Pulaski St</b>	<b>04, 05</b>	<b>Construction Complete</b>
169	Leesburg Rd Sidewalk	Garners Ferry Rd	Semmes Rd	10, 11	Right-of-Way Phase
170	<b>Lincoln St Sidewalk</b>	<b>Heyward St</b>	<b>Whaley St</b>	<b>05</b>	<b>Construction Complete</b>
171	Lower Richland Blvd Sidewalk	Rabbit Run Rd	Garners Ferry Rd	11	Design Phase
172	<b>Lyon St Sidewalk</b>	<b>Gervais St</b>	<b>Washington St</b>	<b>05</b>	<b>Construction Complete</b>
173	<b>Magnolia St Sidewalk</b>	<b>Two Notch Rd</b>	<b>Pinehurst Rd</b>	<b>03</b>	<b>Construction Phase</b>
174	<b>Maple St Sidewalk</b>	<b>Kirby St</b>	<b>Gervais St</b>	<b>06</b>	<b>Construction Complete</b>
188	<b>Marion St Sidewalk</b>	<b>Whaley St</b>	<b>Airport Blvd</b>	<b>05, 10</b>	<b>Construction Complete</b>
175	<b>Mildred Ave Sidewalk</b>	<b>Westwood Ave</b>	<b>Duke Ave</b>	<b>04</b>	<b>Construction Complete</b>
176	Park St Sidewalk	Gervais St	Senate St	05	Design Phase
177	<b>Pelham Dr Sidewalk</b>	<b>Gills Creek Parkway</b>	<b>Garners Ferry Road</b>	<b>06</b>	<b>Construction Phase</b>

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
178	Percival Road Sidewalk	Forest Dr	Northshore Rd	06, 08, 10	Right-of-Way Phase
<b>179</b>	<b>Pinehurst Sidewalk</b>	<b>Harrison Road</b>	<b>Forest Drive</b>	<b>03</b>	<b>Construction Complete</b>
180	Polo Rd Sidewalk	Mallet Hill Rd	Alpine Rd	08, 09, 10	Right-of-Way Phase
181	Prospect Sidewalk	Wilmot Avenue	Yale	05	Indefinitely Delayed
<b>183</b>	<b>School House Rd Sidewalk</b>	<b>Two Notch Rd</b>	<b>Ervin St</b>	<b>03</b>	<b>Construction Phase</b>
<b>184</b>	<b>Senate St Sidewalk</b>	<b>Gladden St</b>	<b>Kings St</b>	<b>05, 06</b>	<b>Construction Complete</b>
185	Shandon St Sidewalk	Rosewood Dr	Heyward St	05	Indefinitely Delayed
186	Shandon St Sidewalk	Wilmot St	Wheat St	05	Indefinitely Delayed
187	Sunset Sidewalk	Elmhurst Road	River Drive	04	Design Phase
<b>189</b>	<b>Tryon St Sidewalk</b>	<b>Catawba St</b>	<b>Heyward St</b>	<b>05</b>	<b>Construction Phase</b>
190	Two Notch Rd Sidewalk	Alpine Rd	Spears Creek Church Rd	03	Planning Phase
<b>191</b>	<b>Veterans Sidewalk</b>	<b>Coachmaker Road</b>	<b>Coatsdale Road</b>	<b>06, 11</b>	<b>Construction Complete</b>
<b>192</b>	<b>Veterans Sidewalk</b>	<b>Garners Ferry Road</b>	<b>Wormwood Drive</b>	<b>11</b>	<b>Construction Complete</b>
<b>193</b>	<b>Wayne St Sidewalk</b>	<b>Calhoun St</b>	<b>Laurel St</b>	<b>04, 05</b>	<b>Construction Complete</b>
<b>194</b>	<b>Wildwood Ave Sidewalk</b>	<b>Monticello Rd</b>	<b>Ridgewood Ave</b>	<b>04</b>	<b>Construction Complete</b>
<b>195</b>	<b>Wiley St Sidewalk</b>	<b>Superior St</b>	<b>Edisto Ave</b>	<b>10</b>	<b>Construction Complete</b>
<b>196</b>	<b>Windover St Sidewalk</b>	<b>Two Notch Rd</b>	<b>Belvedere Dr</b>	<b>03</b>	<b>Construction Complete</b>
<b>Bikeway</b>					
197	Alpine Rd Bike Lanes	Two Notch Rd	Percival Rd	03, 08, 10	Right-of-Way Phase
199	Assembly St Bikeways	Blossom St	Rosewood Dr	05, 10	Design Phase
198	Assembly St Bikeways	Blossom St	Rosewood Dr	10	Design Phase
200	Beltline Blvd Bikeways	Forest Dr	Valley Rd	03	Design Phase
201	Beltline Blvd Bikeways	Rosewood Dr	Devine St	06	Design Phase
202	Beltline Blvd/Colonial Dr/Farrow Rd Bikeways	Harden St	Academy St	04	Design Phase
203	Beltline Blvd/Devine St Bikeways	Rosewood Dr	Chateau Dr	06	Not Started
204	Blossom St Bikeways	Assembly St	Sumter St	05	Design Phase
205	Blossom St Bikeways	Huger St	Assembly St	05	Not Started
<b>206</b>	<b>Blossom St Bikeways</b>	<b>Williams St</b>	<b>Huger St</b>	<b>05</b>	<b>Construction Complete</b>
207	Blythewood Rd Bikeways	Winnsboro Rd	Main St	02, 07	Design Phase
208	Bonham/ Devereaux/ Heathwood/ Kilbourne/	Blossom St	Fort Jackson Blvd	05, 06	Planning Phase
210	Broad River Rd Bike Lanes	Greystone Blvd	Broad River Bridge	04, 05	Design Phase
209	Broad River Rd Bikeways	Bush River Rd	Greystone Blvd	04, 05	Design Phase
211	Broad River Rd Bikeways	Harbison Blvd	Bush River Rd	02, 04, 05	Not Started
212	Broad River Rd/Lake Murray Blvd Bikeways	I-26	Harbison Blvd	02	Not Started
213	Bull St Bikeways	Elmwood Ave	Victoria St	04	Design Phase

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
214	Bull St/Henderson St/Rice St Bikeways	Wheat St	Heyward St	05	Planning Phase
215	Calhoun St Bikeways	Wayne St	Harden St	04	Design Phase
216	Catawba St Bikeways	Sumter St	Lincoln St	05	Planning Phase
217	Catawba St/Lincoln St/Heyward St/Tryon St/Williams St	Catawba St	Blossom St	05	Planning Phase
218	Chester St/Elmwood Ave/Wayne St Bikeways	Hampton St	Park St	04	Planning Phase
219	Clement Rd/Duke Ave/River Dr Bikeways	Main St	Monticello Rd	04	Planning Phase
220	Clemson Rd Bikeways	Brook Hollow Dr	Summit Pky	08	Design Phase
221	Clemson Rd Bikeways	Longtown Rd	Brook Hollow Dr	07, 08	Design Phase
222	Clemson Rd Bikeways	Summit Pky	Percival Rd	08, 09, 10	Not Started
223	College St Bikeways	Lincoln St	Sumter St	04, 05	Design Phase
224	College St/Laurens St/Oak St/Taylor St Bikeways	Greene St	Elmwood Ave	05	Planning Phase
225	Colonial Dr Bikeways	Bull St	Slighs Ave	04	Planning Phase
226	Columbiana Dr Bikeways	Lake Murray Blvd	Lexington County Line	02	Design Phase
227	Craig Rd Bikeways	Harrison Rd	Covenant Rd	03	Planning Phase
228	Decker Blvd/Parklane Rd/Two Notch Rd Bikeways	Two Notch Rd	Percival Rd	03, 08	Design Phase
229	Dutchman Blvd Bikeways	Broad River Rd	Lake Murray Blvd	02	Not Started
230	Edgefield St/Park St Bikeways	Calhoun St	River Dr	04	Planning Phase
231	Elmwood Ave Bikeways	Wayne St	Proposed Greenway	04, 05	Planning Phase
232	Fort Jackson Blvd Multi-Use Path	Devine St	N. Kings Grant Dr.	06	Design Phase
233	Garners Ferry Rd Bikeways	Rosewood Dr	True St	06, 11	Design Phase
234	Gervais St Bikeways	450' west of Gist St	Gist St	05	Planning Phase
235	Gervais St Bikeways	Gist St	Huger St	05	Planning Phase
236	Gervais St Bikeways	Park St	Millwood Ave	04, 05	Planning Phase
237	Gervais/Gladden/Hagood/Page/Senate/Trenholm/Webst	Millwood Ave	Beltline Blvd	05, 06	Planning Phase
<b>238</b>	<b>Greene St Bikeways</b>	<b>Assembly St</b>	<b>350' west of Lincoln St</b>	<b>05</b>	<b>Construction Complete</b>
239	Greene St Bikeways	Assembly St	Bull St	04, 05	Planning Phase
240	Greene St Bikeways	Bull St	Saluda Ave	04, 05	Planning Phase
241	Hampton St Bikeways	Pickens St	Harden St	04	Design Phase
242	Harden St Bikeways	Devine St	Rosewood Dr	05	Planning Phase
243	Heyward St/Marion St/Superior St Bikeways	Whaley St	Wiley St	05, 10	Planning Phase
244	Holt Dr/Superior St Bikeways	Wiley St	Airport Blvd	05, 10	Planning Phase
245	Huger St Bikeways	Blossom St	Gervais St	05	Design Phase
246	Huger St/Lady St/Park St Bikeways	Gervais St	Gervais St	05	Planning Phase
247	Leesburg Rd Bikeways	Garners Ferry Rd	Semmes Rd	10, 11	Design Phase
248	Lincoln St Bikeways	Blossom St	Lady St	05	Design Phase

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No.	Project Name	Project Limits		District(s)	* Status
		From	To		
249	Main St Bikeways	Calhoun St	Elmwood Ave	04	Planning Phase
<b>250</b>	<b>Main St Bikeways</b>	<b>Elmwood Ave</b>	<b>Sunset Dr</b>	<b>04</b>	<b>Construction Complete</b>
251	Main St Bikeways	Pendleton St	Whaley St	04, 05	Planning Phase
<b>252</b>	<b>Oneil Ct Bikeways</b>	<b>Decker Blvd</b>	<b>Parklane Rd</b>	<b>03, 08</b>	<b>Construction Complete</b>
253	Ott Rd Bikeways	Jim Hamilton Blvd	Blossom St	05, 10	Planning Phase
254	Pendleton St Bikeways	Lincoln St	Marion St	04, 05	Design Phase
255	Pickens St Bikeways	Washington St	Rosewood Dr	04, 05	Design Phase
256	Pickens St/Washington St/Wayne St Bikeways	Hampton St	Hampton St	04, 05	Design Phase
257	Polo Rd Bikeways	Two Notch Rd	640' south of Mallet Hill Rd	08, 09, 10	Design Phase
258	Rosewood Dr Bikeways	Bluff Rd	Garners Ferry Rd	05, 06, 10	Design Phase
259	Saluda Ave Bikeways	Wheat St	Greene St	05	Planning Phase
260	Senate St Bikeways	Sumter St	Laurens St	04, 05	Planning Phase
261	Shop Rd Bikeways	Beltline Blvd	Pineview Dr	10	Not Started
262	Sumter St Bikeways	Blossom St	Wheat St	05	Planning Phase
263	Sumter St Bikeways	Washington St	Senate St	04	Design Phase
<b>264</b>	<b>Trenholm Rd Bikeways</b>	<b>South of Dent Middle</b>	<b>Decker Blvd</b>	<b>03, 08</b>	<b>Construction Complete</b>
265	Two Notch Rd Bikeways	Alpine Rd	Spears Creek Church Rd	03, 07, 08, 09	Planning Phase
<b>266</b>	<b>Two Notch Rd Bikeways</b>	<b>Head St</b>	<b>Albritton Rd</b>	<b>03</b>	<b>Construction Complete</b>
268	Whaley St Bike Lanes	Lincoln St	Pickens St	05	Design Phase
267	Whaley St Bikeways	Lincoln St	Church St	05	Planning Phase
269	Wheat St Bikeways	Harden St	King St	05	Design Phase
<b>270</b>	<b>Wheat St Bikeways</b>	<b>Sumter St</b>	<b>Assembly St</b>	<b>05</b>	<b>Construction Complete</b>
<b>Pedestrian Improvement</b>					
<b>101</b>	<b>Assembly St and Calhoun St Intersection</b>			<b>04</b>	<b>Construction Phase</b>
<b>102</b>	<b>Assembly St and Gervais St Intersection</b>			<b>04, 05</b>	<b>Construction Phase</b>
<b>103</b>	<b>Assembly St and Laurel St Intersection</b>			<b>04</b>	<b>Construction Phase</b>
<b>104</b>	<b>Assembly St and Washington St Intersection</b>			<b>04, 05</b>	<b>Construction Phase</b>
<b>105</b>	<b>Blossom St and Saluda Ave Intersection</b>			<b>05</b>	<b>Construction Phase</b>
<b>106</b>	<b>Broad River Rd and Bush River Rd Intersection</b>			<b>04, 05</b>	<b>Construction Complete</b>
<b>107</b>	<b>Devine St and Harden St/Santee Ave Intersection</b>			<b>05</b>	<b>Construction Complete</b>
<b>108</b>	<b>Elmwood Ave and Bull St Intersection</b>			<b>04</b>	<b>Construction Complete</b>
<b>109</b>	<b>Elmwood Ave and Park St Intersection</b>			<b>04</b>	<b>Construction Phase</b>
<b>110</b>	<b>Harden St and Gervais St Intersection</b>			<b>04, 05</b>	<b>Construction Complete</b>
<b>111</b>	<b>Huger St and Blossom St Intersection</b>			<b>05</b>	<b>Construction Complete</b>
<b>112</b>	<b>Huger St and Gervais St Intersection</b>			<b>05</b>	<b>Construction Complete</b>

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		From	To		
113	Huger St and Greene St Intersection			05	Construction Complete
114	Huger St and Lady St Intersection			05	Construction Complete
115	Main St and Blanding St Intersection			04	Design Phase
116	Main St and Calhoun St Intersection			04	Construction Phase
117	Main St and Elmwood Ave Intersection			04	Construction Complete
118	Main St and Laurel St Intersection			04	Design Phase
119	Rosewood Dr and Beltline Blvd Intersection			05, 06	Construction Phase
120	Rosewood Dr and Harden St Intersection			05	Construction Phase
121	Rosewood Dr and Holly St Intersection			05	Construction Phase
122	Rosewood Dr and Kilbourne Rd Intersection			05, 06	Construction Phase
123	Rosewood Dr and Marion St Intersection			05, 10	Construction Phase
124	Rosewood Dr and Ott Rd Intersection			05	Construction Phase
125	Rosewood Dr and Pickens St Intersection			05, 10	Construction Phase
126	Two Notch Rd and Alpine Rd Intersection			03, 07	Construction Complete
127	Two Notch Rd and Brickyard Rd Intersection			08, 09	Construction Phase
128	Two Notch Rd and Decker Blvd/Parklane Rd			03	Construction Complete
129	Two Notch Rd and Maingate Dr/Windsor Lake Blvd			03	Construction Phase
130	Two Notch Rd and Sparkleberry Ln Intersection			09	Construction Phase
<b>Dirt Road</b>					
	43 Roads	*\$20M / \$45M Dirt Road Funding has been committed to-date			Planning Phase
	42 Roads				Design Phase
	64 Roads				Right-of-Way Phase
	16 Roads				Construction Phase
	47 Roads				Construction Complete
	53 Roads				Indefinitely Delayed
<b>Resurfacing</b>					
	132 Roads	* \$29M / \$41.4M Resurfacing Funding has been committed to-date			Construction Phase
	261 Roads				Construction Complete

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