



# **RICHLAND COUNTY COUNCIL**

## **DEVELOPMENT AND SERVICES COMMITTEE**

Gwendolyn Kennedy	Damon Jeter	Norman Jackson, Chair	Jim Manning	Bill Malinowski
District 7	District 3	District 11	District 8	District 1

**JULY 28, 2009  
9:00 AM**

**2020 Hampton Street  
Council Chambers**

### **CALL TO ORDER**

### **APPROVAL OF MINUTES**

1. June 23, 2009: Regular Session [Pages 4-6]

### **ADOPTION OF AGENDA**

### **ITEMS FOR ACTION**

2. Request to endorse the FY 2009-10 Community Development Annual Action Plan and program budgets for CDBG and HOME [Pages 8-10]
3. Request to award a contract to Armstrong Contractors, in the amount of \$163,198.00 for the Lake Elizabeth Crane Creek IIA - Providence Plantation Capital Improvement Project [Pages 12-14]

4. A resolution to enter into a collaborative partnership with Palmetto Health for the implementation of the 2009 Palmetto Health Women at Heart Forum and Exhibition [Pages 16-19]
5. A resolution to endorse and support a “Complete Streets” policy to provide safe and convenient access for all users of arterial streets [Pages 21-37]
6. Request to approve the acceptance of “Adopt an Interchange” funding from SCDOT in the amount of \$157,000 and to authorize the county to proceed with the Fort Jackson Gateway Beautification Project at Exit 12 of I-77 (Forest Drive) [Pages 39-68]
7. An ordinance amending the Richland County Code of Ordinances; Chapter 18, Offenses, so as to clarify requirements pertaining to the smoking of tobacco products in the unincorporated area of Richland County [Pages 70-75]

## **ADJOURNMENT**



# Richland County Council Request of Action

## **Subject**

June 23, 2009: Regular Session [Pages 4-6]

## **Reviews**

**Richland County Council  
Development and Services Committee  
June 23, 2009  
5:00 PM**



*In accordance with the Freedom of Information Act, a copy of the agenda was sent to radio and TV stations, newspapers, persons requesting notification, and was posted on the bulletin board located in the lobby of the County Administration Building.*

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**Members Present:**

Chair: Norman Jackson  
Member: Damon Jeter  
Member: Gwendolyn Davis Kennedy  
Member: Bill Malinowski  
Member: Jim Manning

**Others Present:** Paul Livingston, Valerie Hutchinson, Joyce Dickerson, Kelvin Washington, Michielle Cannon-Finch, Milton Pope, Tony McDonald, Sparty Hammett, Roxanne Ancheta, Joe Cronin, Larry Smith, Pam Davis, Jim Wilson, Andy Metts, Donny Phipps, Amelia Linder, Jennifer Dowden, Joe Kocy, Brandon Hook, Rodolfo Callwood, Christy Swofford, Michelle Onley

**CALL TO ORDER**

The meeting was called to order at approximately 5:00 p.m.

**APPROVAL OF MINUTES**

**May 26, 2009 (Regular Session)** – Ms. Kennedy moved, seconded by Mr. Malinowski, to approve the minutes as distributed. The vote in favor was unanimous.

**ADOPTION OF AGENDA**

Mr. Malinowski moved, seconded by Ms. Kennedy, to adopt the agenda as published. The vote in favor was unanimous.

**ITEMS FOR ACTION**

**Presentation: Sewer Extension Policy (MWH Americas, Inc.)** – Mr. Malinowski moved, seconded by Ms. Kennedy, to accept the report as information and direct staff to schedule a work session.

**Request to accept a conservation easement donation from Mr. George Delk, representing BDH Properties, LLC, for 20 acres in the Lower Richland Community** – A discussion took place.

Mr. Malinowski moved, seconded by Mr. Jeter, to forward this item to Council with a recommendation for approval with the following amendment: to remove “single-family purposes” from Section 5. The vote in favor was unanimous.

**Request to accept a conservation easement donation from Mr. James Mullis for 73 acres in the Twenty-Five Mile Creek Watershed in Northeast Richland County** – A discussion took place.

Mr. Malinowski moved, seconded by Mr. Jeter, to forward this item to Council with a recommendation for approval with the following amendment: to stipulate ½ acre for each new construction. The vote in favor was unanimous.

**Request to adopt a conservation watershed proposal from the Pebble Creek Community for volunteer land easements in the Pebble Creek Watershed Conservation Area in Northwest Richland County** – Mr. Jeter moved, seconded by Mr. Malinowski, to forward this item to Council with a recommendation for approval. The vote in favor was unanimous.

**Request to accept 3 acres of conservation property in the Broad River Watershed as a fee simple title donation from Mr. Scott Baker** – A discussion took place.

Mr. Jeter moved, seconded by Ms. Kennedy, to forward this item to Council with a recommendation for approval. The vote in favor was unanimous.

**Request to authorize the County Administrator to negotiate and enter into a lease agreement with Hansel Carter for the use of property located at 10531 Garners Ferry Road for the Lower Richland drop off facility** – Mr. Jeter moved, seconded by Ms. Kennedy, to forward this item to Council with a recommendation for approval. The vote in favor was unanimous.

**Request to authorize the Procurement Department to award and enter into a contract with ASI for the transportation of C&D waste materials and other items collected at the Lower Richland Drop-off Site to an approve C&D facility** – Ms. Kennedy moved, seconded by Mr. Jeter, to forward this item to Council with a recommendation for approval. The vote in favor was unanimous.

**An Ordinance amending the Richland County Code of Ordinances, Chapter 6, Buildings and building regulations; Article III, Building codes, Section 6-82(A); so as to adopt the 2006 Edition of the International Residential Code** – Mr. Jeter moved, seconded by Mr. Malinowski, to forward this item to Council with a recommendation for approval. The vote in favor was unanimous.

**Council Motion: (Jackson): An Ordinance amending the Richland County Code of Ordinances; Chapter 26, Land Development; Section 26-54, Subdivision review and approval; so as to require that the delineation of any and/or all flood lines on plats that are submitted pursuant to this section; and to amend section 26-105, FP Floodplain Overlay District; Subsection (B), Applicability/Establishment; so as to delete specific reference to areas along the Congaree River** – Mr. Jeter moved, seconded by Mr. Malinowski, to forward this item to Council with a recommendation for approval. The vote in favor was unanimous.

**Request to authorize staff to negotiate a contract with the M. B. Kahn Team for the final design, development, financing, construction, and potential management/operations of the proposed Richland County Recreation/Entertainment Complex** – Ms. Kennedy moved, seconded by Mr. Jeter, to forward this item to Council with a recommendation for approval. A discussion took place.

The vote in favor was unanimous.

**Council Motion (Jackson): A resolution to support the naming of a bridge that crosses Cabin Creek along Clarkson Road as the Candacy-Darcel Sanders Crossing Bridge** – Mr. Jeter moved, seconded by Ms. Kennedy, to forward this item to Council with a recommendation for approval. A discussion took place.

The vote in favor was unanimous.

**An Ordinance amending the Richland County Code of Ordinances; Chapter 18, Offenses, so as to clarify requirements pertaining to the smoking of tobacco products in the unincorporated area of Richland County** – A discussion took place.

Mr. Malinowski moved, seconded by Mr. Manning, to defer this item until the next committee meeting. The vote in favor was unanimous.

**Council Motion (Manning): An ordinance to amend the Richland County Code of Ordinances; Chapter 18, Offenses; Section 18-6, Smoking of tobacco products; in order to establish regulations and requirements relating to designated smoking areas** – Mr. Manning moved, seconded by Ms. Kennedy, to forward this item to Council with a recommendation for approval. The vote in favor was unanimous.

## ADJOURNMENT

The meeting adjourned at approximately 5:55.

Submitted by,

Norman Jackson, Chair

The minutes were transcribed by Michelle M. Onley

# Richland County Council Request of Action

**Subject**

Request to endorse the FY 2009-10 Community Development Annual Action Plan and program budgets for CDBG and HOME [Pages 8-10]

**Reviews**

# Richland County Council Request of Action

**Subject:** Annual Action Plan for Community Development Department Funds

## **A. Purpose**

The Community Development (CD) Department is requesting Council to review and endorse and/or improve the itemized budgets for CDBG and HOME funds for FY 09-10. These budgets will be included in the proposed FY 09-10 Action Plan due to the US Department of HUD by August 15, 2009. The Action Plan is currently being crafted by the CD Department. A public hearing will be advertised and take place in August prior to the plan's submission. For purposes of appropriate Council endorsement and/or approval of the plan, this will require Council action. The completed FY 09-10 Action Plan will be submitted for Council endorsement and/or approval for the first Council meeting in September, scheduled currently on September 1<sup>st</sup>.

## **B. Background / Discussion**

- This is more of an internal mandate than HUD requirement, but Council action will strengthen the plan as well as provide public support
- The total grant amounts for CDBG and HOME budgets were approved within the overall County's FY 09-10 budget process this year.
- This is the first request for Action Plan approval to the Council.
- No other action has been taken by Council on this issue.
- No other actions will be taken by other departments, organizations, or governmental entities. No other departmental action is required other than Finance Department, who will insert the budget information after grant agreements are received from HUD, which are anticipated in October 2009.

## **C. Financial Impact**

There is no financial impact associated with this request.

Please see the attached tables for itemized budgets for the Community Development Block Grant (CDBG) program and HOME funds for FY 09-10.

## **D. Alternatives**

1. Approve the FY 09-10 Budgets for CDBG and HOME to be found in the FY 09-10 Action Plan due by August 15, 2009. These funds are grant funds from the US Department of HUD.
2. Do not approve the FY 09-10 Budgets for CDBG and HOME and the funds will not be entered by Finance. Subsequently, the funds could be rescinded or not spent timely, thereby



creating additional areas of concern. These funds are grant funds from the US Department of HUD.

### E. Recommendation

It is recommended by the Community Development Department that Council approve the FY 09-10 Budgets for CDBG and HOME to be found in the FY 09-10 Action Plan due by August 15, 2009.

**Recommended by:**  
Valeria Jackson

**Department:**  
Community Development

**Date:**  
7/13/09

### F. Reviews

#### Finance

Reviewed by: Daniel Driggers

Date:

- Recommend Approval
- Recommend Denial
- No Recommendation

Comments:

#### Legal

Reviewed by: Larry Smith

Date:

- Recommend Approval
- Recommend Denial
- No Recommendation

Comments:

#### Administration

Reviewed by: Sparty Hammett

Date:

- Recommend Approval
- Recommend Denial
- No Recommendation

Comments:

<b>CDBG Budget FY 09-10</b>	<b>\$1,389,848</b>
Emergency Repair Program (ER)	\$150,000
Energy Efficient Audits & Energy Efficiency/Weatherization Grants	\$35,000
East Bluff Sewer/Water Project (new – yr 1)	\$200,000
Construction/Project Management for Public Improvement Project(s)	\$205,000
Neighborhood Revitalization (Summer Beautification)	\$25,000
Neighborhood Revitalization (Monticello Road Streetscape Plan)	\$250,000
Marketing/Outreach/Education (Educational workshops, Foreclosure Prevention, Fair Housing to include AI, Advertising, etc)	\$55,000
Job Training for Homeless or At-risk or recently unemployed in Richland County	\$40,000
HMIS Match	\$20,000
Contingency (for unforeseen eligible costs-less than 10%)	\$131,879
Administration – not to exceed 20% (salaries, computers, supplies, travel, training, hybrid car, office space/furniture) <i>* will be supplemented with stimulus administration funds</i>	\$ 277,969

<b>HOME Budget FY 09-10</b>	<b>\$641,092 *</b>
Housing Rehabilitation Program (HR)	\$275,000
Down payment Assistance Program (RCHAP)	\$160,983
CHDO Set Aside (exceeds 15% minimum)	\$141,000
Richland County Matching Funds - required (25% of grant minus administrative costs) *not included in total budget amount at this time	\$144,246
Administration (not to exceed 10%)	\$64,109

As of 7/14/2009

# Richland County Council Request of Action

**Subject**

Request to award a contract to Armstrong Contractors, in the amount of \$163,198.00 for the Lake Elizabeth Crane Creek IIA - Providence Plantation Capital Improvement Project [Pages 12-14]

**Reviews**

## Richland County Council Request of Action

Subject: Award of Construction Services for Lake Elizabeth Crane Creek IIA - Providence Plantation Capital Improvement Project to the lowest bidder from Richland County Department of Public Works Stormwater Management Division Budget

### A. Purpose

County Council is requested to approve the award of construction services for Lake Elizabeth Crane Creek IIA - Providence Plantation Capital Improvement Project to the lowest bidder, Armstrong Contractors, LLC, from Richland County Department of Public Works Stormwater Management Division FY10 adjusted budget.

### B. Background / Discussion

The Lake Elizabeth Crane Creek IIA - Providence Plantation Project is being performed in an effort to improve water quality in the Crane Creek watershed. This project is towards implementation of the Lake Elizabeth Concept Study and improvement of Crane Creek watershed water quality. The scope of Crane Creek Phase IIA project is installing six (6) water quality stations at six pollutant contributing outfalls in Providence Plantation Subdivision (2 each in Providence Plantation Phase I, Phase II and Courtyard areas).

***Lake Elizabeth Crane Creek IIA - Providence Plantation CIP Scope:*** Retrofitting existing storm drainage system with six (6) water quality units at various locations within Providence Plantation Subdivision. The project includes disposal of removed materials. All work on the project shall be completed in 90 consecutive calendar days from the date of Notice to Proceed.

All of the necessary requirements applicable to the project (15ft easements, permits, rights of way, utilities co-ordination, design and drawings, contract documents, specifications, etc) have been satisfactorily addressed and/or completed. Bids were solicited for the project construction services from the qualified contractors on April 26, 2009 with a due date of May 28, 2009 at 2.00p.m. A pre-bid conference was held on May 11, 2009, Monday at 10:00AM with good participation from area contractors. Seven bids were received before due date. All the bids were evaluated; and Armstrong Contractors, LLC is being recommended for being the lowest responsive bidder with a bid cost of \$163,198.00.

### C. Financial Impact

Engineer's total estimated construction cost for the project is \$259,986.40. The lowest bid came \$96,788.00 less than the engineer's project cost estimate. The Public Work's Stormwater Management Division has entire funding available for this project in its FY10 adjusted budget. The Division is requesting Council approval to approve the award of contract to the lowest, most responsive bidder and authorize the Division for spending the funds towards the construction services of the project.

Item	Cost in Dollars
Armstrong Construction's Project Bid Cost for Lake Elizabeth Phase I CIP	\$163,198.00
Contingencies (at10% of bid cost)	\$16,319.80
Total Project Construction Cost	\$179,517.80

**D. Alternatives**

1. Approve the request in full, and exactly as presented by the Department of Public Works Stormwater Management Division. **Reason:** The request involves no new financial impacts and is completely funded in FY10 adjusted budget. This project helps to improve water quality in the Crane Creek watershed and is more in-line with mission of Stormwater Management's Watershed Oriented Capital Improvement Project (CIP) program.
2. Do not approve the recommendations, and send it back to the Department of Public Works Stormwater Management Division. **Consequences:** No contract for construction services which either stalls or delays the implementation of this capital improvement project. This will impact negatively on water quality in the region. It is to be noted that the project area is a contributor to one of the impaired downstream areas in Crane Creek Watershed.

**E. Recommendation**

It is recommended that Council approve the award of construction services contract for Lake Elizabeth Crane Creek IIA - Providence Plantation Capital Improvement Project to Armstrong Contractors, LLC from Richland County Department of Public Works Stormwater Management Division FY10 adjusted budget.

**Recommended by:** David Hoops, P.E., DPW Interim Director  
Srinivas Valavala, DPW Stormwater Manager

**Department:** Public Works

**Date:** 07/14/2009

**F. Reviews**

**Finance**

Reviewed by: Daniel Driggers

Date:

✓ Recommend Approval

- Recommend Denial
  - No Recommendation
- Comments: Budget is available as stated

**Procurement**

- Reviewed by: Rodolfo Callwood  
Date:  
 Recommend Approval  
 Recommend Denial  
 No Recommendation
- Comments:

**Legal**

- Reviewed by: Larry Smith  
Date:  
 Recommend Approval  
 Recommend Denial  
 No Recommendation
- Comments:

**Administration**

- Reviewed by: Sparty Hammett  
Date:  
 Recommend Approval  
 Recommend Denial  
 No Recommendation
- Comments:

# Richland County Council Request of Action

**Subject**

A resolution to enter into a collaborative partnership with Palmetto Health for the implementation of the 2009 Palmetto Health Women at Heart Forum and Exhibition [Pages 16-19]

**Reviews**

## Richland County Council Request of Action

**Subject:** Resolution and Collaboration: Palmetto Health Women at Heart Forum and Exhibition

### **A. Purpose**

Council is requested to approve a Resolution and collaboration with Palmetto Health for the Women at Heart Forum and Exhibition.

### **B. Background/Discussion**

Palmetto Health is hosting a free “Women at Heart” Forum and Exhibition at the Columbia Convention Center on September 19, 2009, and has requested the County’s support and collaboration with this event.

Palmetto Health is requesting that the County support and collaborate with them in the following ways:

- Approval of the attached Resolution;
- To encourage all female County employees to attend this event and avail themselves of the free heart health information and health screening;
- To provide assistance in getting the word out to as many women as possible about the upcoming Heart Health Event by including the information in County employee newsletters and other electronic media; posting Women at Heart announcement information in County Administrative, recreational, and other facilities;
- To allow event announcements, posters and Women at Heart electronic media to reflect the Richland County logo as a supporting partner in this important Women's Heart Health initiative in the Midlands;
- To provide a Display Exhibit showcasing the fitness, health, nutrition and other heart health related services available through Richland County; and
- To provide a participating representative from the Public Information Office to serve on the Women at Heart Event Coordinating Committee

### **C. Financial Impact**

No financial impact is associated with this request, as the requested collaboration items can be undertaken by current staff.



**D. Alternatives**

1. Approve the Resolution and collaboration with Palmetto Health for the Women at Heart Forum and Exhibition.
2. Do not approve the request.

**E. Recommendation**

Council discretion.

**Recommended by:** J. Milton Pope

**Department:** Administration

**Date:** 7/24/09



- To provide a participating representative from the Public Information Office to serve on the Women at Heart Event Coordinating Committee

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2009, having been duly adopted by the Richland County Council on the \_\_\_\_ day of \_\_\_\_\_, 2009.

\_\_\_\_\_  
Paul Livingston, Chair  
Richland County Council

ATTEST this \_\_\_\_ day of  
\_\_\_\_\_, 2009

\_\_\_\_\_  
Michielle R. Cannon-Finch  
Clerk of Council

# Richland County Council Request of Action

**Subject**

A resolution to endorse and support a "Complete Streets" policy to provide safe and convenient access for all users of arterial streets [Pages 21-37]

**Reviews**

## Richland County Council Request of Action

**Subject:** Approval of a Resolution in support of a “Complete Streets” policy

### **A. Purpose**

To approve a Resolution to endorse and support a “Complete Streets” policy to provide safe and convenient access for all users of roadways.

### **B. Background/Discussion**

A complete street is a roadway that is designed, and operated, to be safe for pedestrians, bicyclists, drivers, transit vehicles and users of all ages and abilities. The Complete Streets Concept does not just concern individual roads, but is focused on changing the road design, building and decision-making process. Essentially, the idea is to reorient the transportation planning, operation philosophy and practice from maximizing personal vehicle traffic flow to maximizing the use of all alternative modes of transportation.

More than 50 jurisdictions throughout the country have adopted Complete Streets policies and regulations. The City of Greenville, SC adopted a Complete Streets Policy in November 2008. A Complete Streets resolution is pending in the City of Columbia. Charlotte, NC adopted Urban Streets Design Guidelines in October 2007. The City of Anderson adopted a similar resolution in May 2009.

On January 14, 2003, the South Carolina Department of Transportation Commission passed a resolution that “...requires South Carolina counties and municipalities to make bicycling and pedestrian improvements an integral part of their transportation planning and programming where State or Federal Highway funding is utilized...”

The federal Safe and Complete Streets Act of 2008 (HR 5951 & S 2686) was introduced by Congresswoman Matsui last summer. Upon enactment, it would ensure that federal funding will require state DOTs and MPOs to create appropriate and safe transportation facilities for motorists, transit vehicles and riders, bicyclists and pedestrians of all ages. The bill also authorizes needed research and dissemination of complete street best practices. Passage, in some form, is expected in 2009.

Among the benefits cited in support of this legislation are:

- Helps fight climate change and reduce our dependence on foreign oil by reducing the number of personal vehicle trips – 50 % of all metropolitan trips are 3 miles or less and 28 % are less than one mile – BUT 65% of those metro trips are made by vehicle
- Improves pedestrian safety – 33 % of Americans do not drive – one study found that simply installing raised medians and redesigning intersections and sidewalks reduces pedestrian accidents by 28 %
- Increase the capacity of the whole transportation system by giving people a viable choice of travel modes

- Encourages a more healthy lifestyle by providing safe pedestrian and bicycling opportunities
- Promote economic growth and vitality

The Complete Streets concept was re-affirmed on December 4, 2008, when the South Carolina Department of Transportation Commission adopted the policy "...that SCDOT's federal transportation enhancement funds be exclusively used for pedestrian facilities, bicycle facilities, streetscaping and rail corridor preservation, with the first three categories being applied specifically to the MPO and non-MPO programs and that beginning with the 2009 cycle, the funding cap for non-MPO projects be increased to \$ 400,000 with a minimum 20 % match..."

In the Spring of 2008, the Richland County Transportation Study (RCTS) [aka the 1 cent sales tax study] presented its report to the County Council. One of the RCTS recommendations was the adoption of a "Complete Streets and Beyond" program. The RCTS also contained more specific Complete Streets Concepts (CSC) recommendations such as transit-oriented development, traditional neighborhood design ideas, walkable streets, bus turnouts, etc.

In March 2009, the County Council adopted a Strategic Plan. The Plan includes a series of Strategic Priorities, Goals and Desired Outcomes. The Desired Outcomes are milestones by which to measure progress in achieving the Strategic Priorities. One of the Desired Outcomes under the Improve Transportation Infrastructure Strategic Priority is that "...A Complete Streets initiative will be implemented to ensure that alternative modes of transportation, such as bike lanes and sidewalks, are integrated into all new major transportation improvements..."

The Complete Streets Coalition, the premier complete streets advocate in the country, is constantly developing new information regarding this idea. The information ranges from very serious scientific and academic research results to practical program experience summaries.

The Coalition recommends that a good Complete Streets program will:

- Specify that the term "all users" clearly includes pedestrians, bicyclists, transit vehicles and users, of all ages and abilities
- Create a truly multimodal transportation network
- Recognize that all roadways are different and that its user's needs to be considered
- Be accepted by the relevant agencies involved in providing transportation services
- Apply to both new, and retrofit, projects for the entire right-of-way
- Allows exceptions and establish a clear procedure for exception approvals
- Use best practices and designs
- Establish clear measurable, performance standards
- Restructure transportation policies and procedures to accommodate all users on all projects
- Revise project planning, design and operation manuals

- Retrain engineers and planners to more completely balance the needs of diverse users
- Create new data collection procedures to provide correct data to measure progress

In the next few months, EPA will likely declare a Non-Attainment designation for the central midland areas due to failure to meet the national air quality standards. In the Midlands, the air quality violation is mostly due personal vehicles idling while stuck in traffic congestion. When the designation occurs, each new and major repair, transportation project must prove to DHEC that it will achieve the national air quality standards.

This designation will mean a radical change in the way transportation projects are planned, designed and operated throughout the midlands. Adoption of a true Complete Streets program is a major positive step to meeting the national air quality standards.

### C. Financial Impact

There is no financial impact associated with this request.

### D. Alternatives

- 1) Approve a Resolution to endorse and support a “Complete Streets” policy to provide safe and convenient access for all users of roadways.
- 2) Do not approve a Resolution to endorse and support a “Complete Streets” policy to provide safe and convenient access for all users of roadways.

### E. Recommendation

It is recommended that County Council approve a Resolution to endorse and support a “Complete Streets” policy to provide safe and convenient access for all users of roadways.

**Recommended by:** Richland County Planning Commission

**Date:** 7/6/09

### F. Reviews

#### Finance

Reviewed by: Daniel Driggers

Date: 7/10/09

Recommend Approval

Recommend Denial

No Recommendation

Comments: Recommendation is supportive of the resolution concept. Council should note that while as stated in the financial impact section there is no financial impact with the resolution request, future compliance with the resolution will have some undetermined associated cost.

#### Legal

Reviewed by: Larry Smith

Date:

Recommend Approval

Recommend Denial

No Recommendation

Comments:

**Administration**

Reviewed by: Sparty Hammett

Date:

Recommend Approval

Recommend Denial

No Recommendation

Comments:



STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF RICHLAND )  
 A RESOLUTION OF THE  
 RICHLAND COUNTY COUNCIL

**A RESOLUTION TO ENDORSE AND SUPPORT A “COMPLETE STREETS” POLICY TO PROVIDE SAFE AND CONVENIENT ACCESS FOR ALL USERS OF ARTERIAL STREETS**

**WHEREAS**, increasing walking and bicycling offers the potential for cleaner air, greater health of the population, reduced traffic congestion, more livable communities, less reliance on fossil fuels and foreign supply sources, and more efficient use of road space and resources; and

**WHEREAS**, the “Safe, Accountable, Flexible, Efficient Transportation Equity Act” (SAFETEA-LU) calls for the mainstreaming of bicycle and pedestrian projects into the planning, design, and operation of our nation’s transportation system; and

**WHEREAS**, bicycle and pedestrian projects and programs are eligible for funding from many major Federal-aid funding programs; and

**WHEREAS**, On January 14, 2003, the South Carolina Department of Transportation Commission passed a resolution that “...requires South Carolina counties and municipalities to make bicycling and pedestrian improvements an integral part of their transportation planning and programming where State or Federal Highway funding is utilized...”; and

**WHEREAS**, on December 4, 2008, the South Carolina Department of Transportation Commission adopted the policy that SCDOT’s federal transportation enhancement funds be exclusively used for pedestrian facilities, bicycle facilities, streetscaping and rail corridor preservation, with the first three categories being applied specifically to the MPO and non-MPO programs and that beginning with the 2009 cycle, the funding cap for non-MPO projects be increased to \$ 400,000 with a minimum 20 % match; and

**WHEREAS**, Richland County’s Comprehensive Plan calls for the planning and development of safe and environmentally friendly transportation systems as well as emphasizing transportation choices; and

**WHEREAS**, the County’s Strategic Plan, adopted by the County Council in March 2009 provides a series of Desired Outcomes to implement the Plan including “...A “Complete Streets” initiative will be implemented to ensure that alternative modes of transportation, such as bike lanes and sidewalks, are integrated into all new major transportation improvements...”; and

**WHEREAS**, public health experts encourage walking and bicycling to mitigate the epidemic of obesity in South Carolina; and

**WHEREAS**, research shows that creating walkable streets and lowering automobile speeds on some roads improves economic conditions for residents and business owners; and

**WHEREAS**, the Richland County Planning Commission met on July 6, 2009 and unanimously voted to endorse the “Complete Streets” policy; and

**WHEREAS**, Richland County Council affirms that bicycling and walking accommodations will become an integral part of planning, design, construction and operating activities in the operations of our transportation system; and

**WHEREAS**, Richland County Council endorses the “Complete Streets” policy by encouraging the design, operation, and maintenance of the transportation network to promote safe and convenient access for all users in a manner consistent with, and supportive of, the surrounding community; and

**WHEREAS**, Richland County Council endorses policies and procedures with the construction, reconstruction, or other changes of transportation facilities on many arterial and collector roads to support the creation of “Complete Streets”, including capital improvements and major maintenance, recognizing that all streets are different and in each case user needs must be balanced;

**NOW, THEREFORE, BE IT RESOLVED** that the Richland County Council does hereby endorse and support the “Complete Streets” policy as follows:

1. County staff shall revise established regulations, policies, and operating practices, as deemed appropriate and feasible, so that transportation systems are planned, designed, constructed and operated to make bicycling and pedestrian movements an integral part of the County’s transportation planning and programming while promoting safe operations for all users; and
2. County staff shall plan for, design, construct and operate all County transportation improvement projects, unless a construction contract has been executed prior to the date of this Resolution, to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as deemed appropriate and feasible; and
3. The County staff shall immediately incorporate the “Complete Streets Concepts” into the neighborhood master planning and implementation process; and
4. The Public Works Department and the Planning and Development Services Department shall begin implementing the “Complete Streets Concept” process and procedure changes in all other transportation projects as soon as administratively possible after adoption of this Resolution.
5. The Planning and Development Services Department, in consultation with the relevant affected parties, shall prepare draft regulations to implement the “Complete Street Concept” for consideration by the Planning Commission as soon as possible.

**ADOPTED THIS** the \_\_\_\_ day of \_\_\_\_\_, 2009.

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Paul Livingston, Chair  
Richland County Council

ATTEST this \_\_\_\_ day of \_\_\_\_\_, 2009

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Michielle R. Cannon-Finch  
Clerk of Council

# **COMPLETE STREETS PROCESS TALKING POINTS**

**PROVIDED BY**

**DHEC - BUREAU OF CHRONIC DISEASE PREVENTION**

**&**

**PALMETTO CYCLING COALITION**

**&**

**USC SCHOOL OF PUBLIC HEALTH**

**Presented to**

**RICHLAND COUNTY PLANNING COMMISSION**

**July 6, 2009**

## Support for Passage of Complete Streets Resolution

### Link Between Health and the Built Environment

1. Complete streets provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling and transit use into just about every street. A report prepared by the National Conference of State Legislators found that the most effective policy avenue for encouraging bicycling and walking is incorporating sidewalks and bike lanes into community design – essentially, creating complete streets. The continuous network of safe sidewalks and bikeways provided by a complete streets policy is important for encouraging active travel. ( The Benefits of Complete Streets 4: Complete Streets Promote Good Health. [www.completestreets.org](http://www.completestreets.org))
  
2. According to a San Diego State University Study, No matter which country you are in, new research finds those who live in an urban neighborhood are twice as likely to be physically active the those in the suburbs. According to a San Diego State University study published in this month’s American Journal of Preventative Medicine, **the biggest single factor influencing physical activity around the world is accessibility to sidewalks.** ..... SDSU professor and lead author Jim Sallis said this is likely because sidewalks can be used for recreation like jogging and in-line skating as well as for transportation, in lieu of using a car or other means of transportation. ....  
**“Designing neighborhoods to support physical activity for recreation and transportation purposes should be a public health priority around the world.”** (Gina Jacobs; [City Dwellers Worldwide Healthier Than Suburban Counterparts.](http://newscenter.sdsu.edu/sdsu_newscenter/news.aspx?s=71384) [http://newscenter.sdsu.edu/sdsu\\_newscenter/news.aspx?s=71384](http://newscenter.sdsu.edu/sdsu_newscenter/news.aspx?s=71384))  
  
This viewpoint is also upheld by the National Association of Realtors in their On Common Ground article, “On the Right Path to Better Health”. (By Heidi Johnson-Wright, On the Right Path to Better Health. [On Common Ground](#), Summer 2007)
  
3. Complete Streets endorsed by:  
AARP • American Planning Association • American Public Transportation Association • Campaign to End Obesity • Disability Rights Education and Defense Fund • National Association of REALTORS© • Transportation Equity Network •

### ***Housing Market***

4. According the National Association of Realtors (NAR):
  - a) Voters approved 70% of the ballot measures (in 2006) supporting public transportation, voting to spend \$40 billion in new transit-related investments at the local, regional, and state levels. (Presentation by Bob Chauncey, National Center for Bicycling and Walking)
  
  - b) NAR and Nat’l Assoc. of Home Builders: trails [routes] promoting active transportation ranked as the second most important community amenity. (2002)

- c) Dan Gallagher, transportation planning section manager in Charlotte, N.C., learned about such transformations [Road Diets] when he was working in Orlando, Fla. There, a road diet accomplished on the cheap, mainly with paint, resulted in reduced speeding, a dramatic reduction in crashes and injuries, and an increase in bicycle and pedestrian use. The change helped spur economic development. “All of a sudden there are million-dollar condos, it has become a real restaurant row, and it wasn’t before it got road dieted,” says Gallagher. “Maybe some of that would have happened on its own, but it would not have been to this level without the road diet.” Such economic impact may extend to residential areas— after a road diet in West Palm Beach, Fla., residents reported to planners that it dramatically increased property values. (By Barbara McCann, Complete The Streets for Smart Growth. On Common Ground, Summer 2007

### **Economics**

5. In his 2009 report, Smart Transportation: Economic Stimulation: Infrastructure Investments that Support Strategic Planning Objectives Provide True Economic Development, Todd Litman discusses factors to consider when evaluating transportation economic stimulation strategies. ....Improving alternative modes (walking and cycling conditions, and public transit service quality) tends to reduce total motor vehicle traffic and associated costs, providing additional long-term economic savings and benefits. Increasing transport system efficiency tends to create far more jobs than those created directly by infrastructure investments. (Todd Litman. Smart Transportation Economic Stimulation: *Infrastructure Investments That Support Strategic Planning Objectives Provide True Economic Development*. February 3, 2009. [www.vtpi.org](http://www.vtpi.org))
6. For every million dollars invested in bicycling improvements and trails, local economies gain 65 jobs and \$50 million to \$100 million in economic activity. Congressman Earl Blumenauer (D-OR)
7. The Portland Region is saving 2.6 billion dollars a year due to it’s “green” lifestyle that includes less commuting, less money spent on gas and automobiles, use of public transportation, and overall “green” land use planning. The money saved is funneled back into the local economy.
8. The Economic Benefits of Walkable Communities: Lodi, 1997  
Lodi created pedestrian-oriented project in a local business area (\$4.5 million) Resulting in 60 new businesses, drop in the vacancy rate from 18% to 6%, and the 30% increase in downtown sales tax revenues over next 8 years. For more information: Tony Goehring, Lodi Economic Development Director, (209) 333-6700 e-mail [tgoehring@lodi.gov](mailto:tgoehring@lodi.gov) web [www.lodi.gov](http://www.lodi.gov)
9. Case Study: Kirkland, WA – exchanged \$3M to add three lanes on busy street for \$400K for intersection improvements. Result: traffic moves well, more sidewalks which are better maintained.



### What Are Complete Streets?

Complete Streets are designed and operated so they are safe, comfortable, and convenient for all users - pedestrians, bicyclists, motorists and transit riders of all ages and abilities.




### Americans Want to Walk and Bike More

52% of Americans want to bike more than they do now.

America Bikes Poll




### About 1/3 of Americans Do Not Drive

This includes:

- 21% of Americans over 65.
- Children under 16.
- Many low income Americans who cannot afford automobiles.

Dan Burden, pedbikeimages.org



Streets Are Inadequate



NO SIDEWALKS




Streets Are Inadequate




TOO NARROW TO SHARE WITH BIKES



Streets Are Inadequate



TOO DANGEROUS TO CROSS ON FOOT



Streets Are Inadequate



UNINVITING FOR BUS RIDERS



Streets Are Inadequate



INACCESSIBLE FOR WHEELCHAIR USERS



Streets Are Inadequate



NO ROOM FOR BIKES OR PEDESTRIANS





### Streets Are Inadequate

NO ROOM FOR PEOPLE

### Streets Are Inadequate

- 25% of walking trips take place on roads without sidewalks or shoulders
- Bike lanes are available for only about 5% of bike trips

National Survey of Pedestrian & Bicyclist Attitudes & Behaviors, 2003  
BTS

### Top Pedestrian Complaints Are Incomplete Streets

Percentage of Pedestrians Experiencing Problematic Streets

Complaint	Nondisabled (%)	Disabled (%)
Too Few Sidewalks	~28	~20
Insensitive Drivers	~25	~23
Poor Surface	~22	~20

2002 National Transportation Availability & Use Survey

### Top Bicyclist Complaints Are Incomplete Streets

Percentage of Cyclists Experiencing Problematic Streets

Complaint	Nondisabled (%)	Disabled (%)
Too Few Bikeways	~38	~38
Insensitive Drivers	~25	~28
Traffic Too Close	~15	~18

2002 National Transportation Availability & Use Survey

### Incomplete Streets Are Unsafe

Pedestrians and Bicyclists...

Metric	Percentage
Receive Federal Funding	1%
Represent Trips	10%
Suffer Fatalities	13%

FMIS, NHITS, FARS federal databases

### What Is a Complete Streets Policy?

The entire right of way designed and operated enabling safe access for all users.

## Complete Streets Are Consistent with Federal Guidance

2000 FHWA Guidance:

*“Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”*

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>



## Some Existing Policies

	State	County	MPO	City
<b>Public:</b> legislation, ordinances, resolutions	FL, IL, MA, MD, NC, OR, RI, South Carolina	Greenville Spartanburg Charleston	Columbus OH Bay Area CA	Summerville Anderson Rock Hill Myrtle Beach Spartanburg Conway
<b>Internal:</b> policies, plans, manuals	CA, KY, MA, PA, TN, VA, VT South		Austin TX Cleveland OH Gulf Coast FL Knoxville TN St. Louis MO	Boulder CO Chicago IL Charlotte NC Decatur GA Ft. Collins CO Santa Barbara CA Scottsdale AZ W. Palm Beach FL



## The Best Complete Streets Policies:

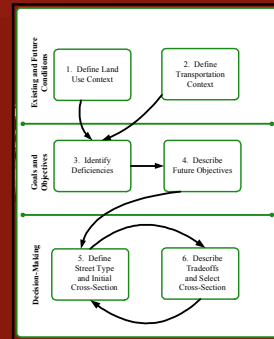
- Apply to all phases of all projects
- Use of the latest and best design standards
- Allow flexibility in balancing user needs
- Specify any exceptions and require high-level approval of them.



## Completing the Streets: Local Action

Charlotte NC  
Urban Street Design  
Standards:

A six step process for  
considering and  
balancing the needs of  
all users.



## Implementation: From Policy to Practice

An effective policy should prompt the following changes:

- restructured procedures
- re-written design manuals
- re-trained planners and engineers
- re-tooled measures to track outcomes



## The Many Types of Complete Streets



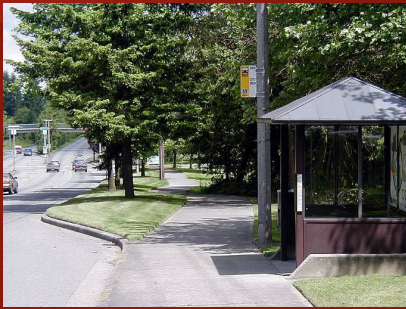
The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



## Isn't It Expensive?

*"By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized."*

Jeff Morales, former Director, CalTrans



## Benefits: Safety

Designing intersections for pedestrian travel can reduce pedestrian risk by **28%**.

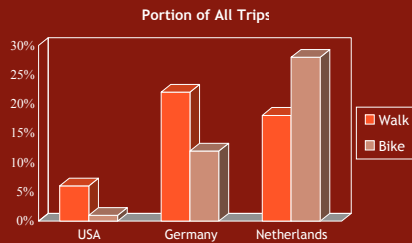


King/Ewing 2003



## Benefits: Safety

Europe has more bike and pedestrian travel...

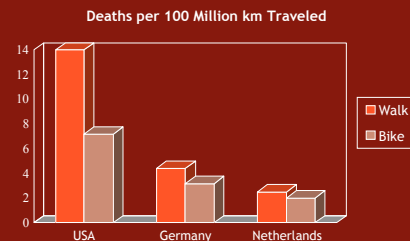


Pucher, AJPH Sept 2003



## Benefits: Safety

...and far fewer deaths.



Pucher, AJPH Sept 2003



## Bike Lanes Encourage Bike Commuting

### Portland, Oregon

Bikeway network symbolized by black lines.



## Benefits: Older Americans

- 50% of Americans will be over 55 in 2030.
- More than half of older Americans walk regularly.



Photo: Michael Ronkin, ODOT



## Benefits: Older Americans

- 21% of Americans over the age of 65 do not drive.
- More than 50% of non-drivers stay at home on a given day because they lack transportation options.



Photo: Michael Ronkin, ODOT



## Benefits: Encouraging Healthy Activity

- Walking and bicycling help prevent obesity, diabetes, high blood pressure, and colon cancer.
- Residents are 65% more likely to walk in a neighborhood with sidewalks.



## Benefits: People with Disabilities

- 20% of Americans have a disability that limits their daily activities.
- Complete Streets feature curb cuts and other designs for disabled travelers.
- Complete Streets reduce isolation and dependence.



## Benefits: Reducing Traffic

Of all trips taken in metro areas:

- 50% are three miles or less
- 28% are one mile or less
- 65% of trips under one mile are now taken by automobile



2001 NHTS

## National Complete Streets Coalition Steering Committee

- |                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>■ AARP</li> <li>■ Active Living by Design</li> <li>■ America Bikes</li> <li>■ America Walks</li> <li>■ American Council of the Blind</li> <li>■ American Planning Association</li> <li>■ American Public Transportation Association</li> <li>■ American Society of Landscape Architects</li> <li>■ Association of Pedestrian and Bicycle Professionals</li> </ul> | <ul style="list-style-type: none"> <li>■ City of Boulder</li> <li>■ Institute of Transportation Engineers</li> <li>■ League of American Bicyclists</li> <li>■ McCann Consulting</li> <li>■ National Center for Bicycling and Walking</li> <li>■ Safe Routes to School National Partnership</li> <li>■ Smart Growth America</li> <li>■ Thunderhead Alliance</li> </ul> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



# Richland County Council Request of Action

## **Subject**

Request to approve the acceptance of "Adopt an Interchange" funding from SCDOT in the amount of \$157,000 and to authorize the county to proceed with the Fort Jackson Gateway Beautification Project at Exit 12 of I-77 (Forest Drive) [Pages 39-68]

## **Reviews**

# Richland County Council Request of Action

**Subject:** Fort Jackson Gateway Project at I-77, Exit 12

## A. Purpose

Richland County Council is being asked to approve the acceptance of “Adopt an Interchange” funding from SCDOT in the amount of \$157,000 and to approve the county with proceeding with the **Fort Jackson Gateway Beautification Project** at Exit 12 of I-77 (Forest Drive). The project is a collaborative effort between Richland County, SCDOT, and the City of Columbia, and Fort Jackson. Richland County Council has already appropriated up to \$40,000 in hospitality funds for FY 2010 toward the construction and implementation of the interchange beautification grant.

## B. Background / Discussion

- The project was undertaken in an effort to create a landscape with a dramatic visual impact to enhance the I-77 Exit 12 interchange (The gateway to Fort Jackson’s main entrance). It is estimated that more than 150,000 tourists visit Richland County each year to attend basic training ceremonies and that the Fort itself has an annual economic impact of more than \$2 billion on the Midlands economy.
- The project would be ecologically friendly and could assist Richland County in obtaining storm water management credits from DHEC as the project would exclusively use drought resistance plants and be engineered to use bio-retention basins, which would make use of storm water runoff to water plantings.
- In times of extreme drought, the City of Columbia has pledged the use of its water truck in order to water plantings.
- The total cost of the project is \$207,000 with the commitment breakdown as follows:

Richland County Allocation.....	\$33,000
Voluntary Landscaping from Ben Coonrod, RLA.....	\$12,000
Richland County Appearance Commission .....	\$5,000
SCDOT “Adopt an Interchange” Funding.....	\$157,000

## C. Financial Impact

The financial impact to the County is approximately \$33,000. Up to \$40,000 has already been appropriated for this project from the Hospitality Tax fund in the FY 2010 budget. The Richland County Appearance Commission has also pledged up to \$5,000 from its existing budget to replace plantings, as needed. The remaining costs will be covered by in-kind services and, if approved by council, funding from the SCDOT “Adopt an Interchange” program. The ongoing maintenance of the interchanges would be absorbed within the existing Special Services, Storm Water Management and Facilities and Maintenance budgets.

## D. Alternatives

1. Approve the request to accept the funding from SCDOT and move forward with the Fort Jackson Gate 12 Beautification Project
2. Do not approve the request to accept the funding from SCDOT and do not move forward with the Fort Jackson Gate 12 Beautification Project.

## E. Recommendation

It is recommended that Council approve the request and move forward with implementation of the Fort Jackson Gateway Beautification project.

**Recommended by:**  
Stephany Snowden

**Department:**  
Office of Public Information

**Date:**  
7/15/09

## F. Reviews

### Finance

Reviewed by: Daniel Driggers

Date: 7/17/09

Recommend Approval

Recommend Denial

No Recommendation

Comments: Funds are appropriated as stated. We have not evaluated the ongoing maintenance funding requirement therefore we are unable to comment on any future year cost requirements.

### Legal

Reviewed by: Larry Smith

Date:

Recommend Approval

Recommend Denial

No Recommendation

Comments:

### Administration

Reviewed by: Stephany Snowden

Date: 7/24/2009

Recommend Approval

Recommend Denial

No Recommendation

Comments:



South Carolina Department of Transportation  
On Behalf of the Federal Highway Administration – South Carolina Division Office

PROCESSING FORM FOR PROGRAMMATIC CATEGORICAL EXCLUSIONS  
NON MAJOR FEDERAL ACTIONS

County	Route	PIN	File Number
RICHLAND	I-77/SC 12 (Forest Drive) Interchange	38529 EH01	40.038529

Programmatic Type: CE A

Project Name: I-77/SC 12 (Forest Drive) Adopt-an-Interchange Project

Landscaping at all four quadrants of the I-77/SC 12 (Forest Drive) interchange (Exit 12). No additional right-of-way will be required.

**Categorical Exclusion Type A (Programmatic)**

The following actions meet the criteria for CEs in the CEQ Regulation (section 1508.4) and are contained in 23 CFR 771.117(c). These types of projects do not require any further NEPA approvals by the Administration (FHWA) and can be processed as a CE Type A per the Programmatic Agreement dated October 2007, between the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration – South Carolina Division Office (FHWA-SC).

**Projects listed below relate to highway construction and will be classified as a Categorical Exclusion Type A (CEA). Check Appropriate Action:**

- Approval of utility installations along or across a transportation facility.
- Construction of bicycle and pedestrian lanes, paths, and facilities.
- Activities included in the State's *highway safety plan* under 23 U.S.C. 402.
- Transfer of Federal lands pursuant to 23 U.S.C. 317
- Installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
- Landscaping
- Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.

SCDOT

*Lastedra Toole*

March 16, 2009

Ms. Audrey Schflitt  
Grants Administrator, Richland County  
2020 Hampton Street  
Columbia, South Carolina 29205

576-1328

**RE: Adopt-An-Interchange Project – I-77 @Forest Drive/SC Highway 12 (Exit 12)**

Dear Ms. Schflitt:

Thank you for your participation in the South Carolina Department of Transportation's (SCDOT) Adopt-An-Interchange Program.

The Federal Highway Administration advised SCDOT that the oversight of all Local Public Agency (LPA) projects such as yours by the Department required modifications in various areas to ensure compliance with state and federal regulations. We have enclosed a copy of the new policy that requires SCDOT to pre-qualify its applicants based on existing requirements for the program (see attached). The pre-qualifying process will determine the applicant's knowledge of federal and state guidelines for the program, their ability to administer federal funds, knowledge of or experience with the procurement of professional services under the State Procurement Code, their ability to meet the 20% match requirement, and the applicant's previous performance in the program.

If an LPA desires to administer a project, the LPA must make a written request to SCDOT. The request must include at a minimum a completed LPA Qualifications Evaluation Form (see attached). An LPA could allow SCDOT to administer the interchange project through the normal project development process if it so desires. Please submit the requested information to the attention of the Local Program Administration Office, Post Office Box 191, Room 424 in Columbia, South Carolina 29201 by, **Thursday, April 16, 2009.**

Thank you for your continued support and I look forward to receiving this very important information. Should you have any questions or require additional assistance, I can be reached at (803) 737-1953.

Respectfully,

*Cathy P. Rice*  
Cathy P. Rice  
Enhancement Manager

cc: Herb Cooper, Local Programs Administrator  
Machael Peterson, Local Public Agency Administrator  
✓ Timothy Edwards, Landscape Architect

File: LPAO/CPR



South Carolina Department of Transportation

RECOMMENDATIONS FOR SCDOT COMMISSION  
MEETING ON JANUARY 14, 2009

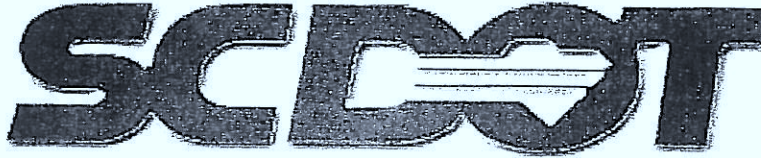
Approval
Ratification
Certification
Information Only
None

TAB	ITEM	ACTION RECOMMENDED	PAGE(S)
1	Additions/Deletions/Revisions to State Highway System	Approval	1-9
2	Surplus Property		
	A. New Surplus Property to Sell	Approval	10-11
	B. Surplus Property Sold	For Information Only	12-13
3	Construction Contracts		
	A. Construction Contract Bids Rejected	For Information Only	14-17
	B. Construction Contract Extension	Ratification	18
	C. Execution of Construction Contract	Approval	19-21
	D. Award of Construction Contracts	Approval	22-58
4	Consultant Contracts		
	A. Execution of Consultant Contracts	Approval	59-61
	B. Contract Modifications	Approval	62-63
5	State Procurement Contracts		
	A. Execution of Contracts > \$500,000	None	
	B. Execution of Contracts > \$500,000 Aggregate	Approval	64-68
6	State Transportation Program	None	
7	Section 57-1-370(N) Items [Commission]	Ratification	69-137
8	Section 57-1-460 Items [Secretary]	For Information Only	138-243
9	Special Recommendations		
	A. Adopt-an-Interchange - Richland County	Approval	244



Item# 6

Attachment number 2  
Page 3 of 28



SCDOT COMMISSION AGENDA  
TRANSMITTAL FORM  
(The Commission)

For Commission Meeting of: January 14, 2009

- \_\_\_ RATIFICATION
- X APPROVAL
- \_\_\_ CERTIFICATION
- \_\_\_ FOR INFORMATION ONLY
- \_\_\_ CUFF ITEM FOR APPROVAL

DETAILED DESCRIPTION:

This Adopt-an-Interchange project is the interchange of I-77 Exit 12 (Forest Drive) and involves the planting of colorful shrubs in the four interchange quadrants. This project, as proposed, meets the criteria as adopted by the Commission approved at the 12/5/2007 commission meeting. The cost of this project is as follows: \$157,000 in SCDOT "statewide program" Federal enhancement funds and \$50,000 local match from the Richland County Appearance Commission. The Richland County Appearance Commission has agreed to long-term maintenance of the landscape improvements. Approval of this project would utilize the remaining amount of Adopt-an-Interchange funding approved by the Commission for Fiscal Year 2008 (a total of \$500,000) and \$12,582 of FY 09 funds. (The AAI project for I-95 exit 108 in the town of Summerton was cancelled after the town council voted not to provide the 20% matching funds, freeing up funds).

Recommended By: Michael Connolly 1-6-09  
Signature & Title Date

Division Director Approval: Dilra R Rautree 1/6/09  
Signature & Title Date

Secretary Approval: Hos Junehouse 1/6/09  
Signature & Title Date

Item # 6 **244**  
Attachment number 2  
Page 4 of 28

**Project Selection Criteria by Category for Federally Aided Projects**

Section 57-1-370

**Enhancements:** Richland County Forest Drive Adopt-an-Interchange Project

1. Application must meet Federal and State eligibility guidelines for Transportation Enhancement Funds. *Yes no-Not eligible Yes, we are eager to implement this project. We agree to meet all Federal and State guidelines for TE funds.*
2. Ability and commitment to provide perpetual year round maintenance by signing a long-term maintenance agreement. *Yes no-Not eligible Our Special Services Department currently maintains several interchanges and the department head is committed to maintaining an enhanced Exit 12 on I77. We will submit a detailed maintenance plan for approval with a commitment to restore the interchange if the plantings are abandoned.*
3. Ability and degree of applicant to provide matching funds. *Yes +1 if yes, match is < 50%, +2 if ≥ 50% 1 point The Richland County Council has voted and set aside the funds shown in the grant proposal.*
4. Applicant has received Adopt an Interchange funding from the previous federal fiscal year. *No yes-not eligible +1 if no, never has received funding 1 point*
5. Has the applicant ever received Adopt an Interchange funding? *Yes yes-0 points +1 if no, never has received funding 1 point*
6. Application is on the Interstate system. *Yes no-0 points +1 if yes, it is an interstate 1 point*
7. Is landscaping proposed for all available quadrants of an interchange? *+1 per quadrant, maximum 4 points 4 points*
8. Applicant has a mowing exemption bill in place for this interchange. *Yes +1 if yes, the interchange has a mowing exemption bill in place 0 point We are in the process of making that request. We do have support of Jane Brady and Joel Laurie on this project and foresee no problem with this issue.*
9. Ability and degree of applicant to complete the project within 24 months of an executed agreement. *Yes +1 if yes, demonstrates ability to advance project 1 point The funds are committed, the County staff is ready to implement the process, the design criteria for the rain garden is established, the landscape architect is in place, the Appearance Commission is committed to the management of the project and Fort Jackson Garrison Command is a committed partner. We would like to plant in the December to February time frame to insure success with our plantings. Given where we are at this time, I prefer we schedule the site work to begin in mid November 2008 and the planting to begin December 2008.*

**TOTAL 9 points**

Item# 6

Attachment number 2  
Page 5 of 28

Information for the Participation Agreement Information Form

1 of 3

- I. Participating Party County:
- a. Legal Name: Richland County Government Richland (40)
- b. Federal ID#: 57-6000398

II. Project:

a. Detailed Project Description:  
Create a landscape with a dramatic visual impact to enhance the I77 Exit 12 interchange that is the gateway to Fort Jackson's main entrance. All landscaping will be done on interstate right-of-ways, inside the triangular landscape areas between the four ramps and the freeway at Exit 12 of I77. The design has both aesthetic and environmental components. It will create an attractive landscape with a dramatic visual impact that will identify the interchange as the main gate to Fort Jackson. Low maintenance, drought resistant plants will be used exclusively and will be located within series of bio-retention basins. Captured stormwater runoff captured will be directed to the bio-retention basins. This will provide the primary source of water for irrigation. Supplemental water will be supplied when necessary by water trucks from Fort Jackson. Bio-retention basins will filter and remove pollutants from runoff and increase infiltration back into the groundwater. In one quadrant an existing large tree and cannas lily bed will remain and be enhanced.

b. Project Area Map: Attached to Grant Application

III. Participating Party Will:

Complete Final Landscape Design Plans: Richland County Appearance Commission (Ben Coonrod & Ryan Nevius)

Step 2: Soil testing: Agent  
4 in each quadrant; including infiltration test and soil analysis

Step 3: Land Planning: Agent

- Analyze existing ecological conditions including topography, on-site and off-site hydrology, existing vegetation and tree survey, view shed study, soil survey and geology, man-made features and utility easements.
- Design the landscaped bioretention cell/forbay stormwater management system and perform preliminary grading plans and calculations.
- Certify that the installation and construction of the bioretention cells and landscape material is proceeding in accordance with the approved plans and specifications.

Step 4: Engineering: Agent

- Topographic Survey of Site
- Grading, Storm Drainage and Erosion Control Plan
- Storm Drainage calculations
- Land Disturbance NOI SCDHEC Application

Step 5: Install temporary erosion control: Agent

Item# 6

Attachment number 2  
Page 6 of 28

Step 6: Grade and excavate for basins: Agent

Step 7: Construct bio-retention basins: Agent

Step 8: Install plant materials and artwork: Agent

Step 9: Maintenance on existing Canna bed and plant new wildflower bed: Agent

Step 10: Install mulch: Agent

Step 11: Final clean up of site: Agent

IV. SCDOT Will:

V. Funding:

A. Detailed Cost Estimate:

Project Cost

Total project cost	\$207,000.00
Local Match	\$50,000.00
Funds requested	\$157,000.00

Project Management: Richland County \$5000

Soil Tests: Infiltration tests \$5000 (for all 4 quadrants)

Engineering: \$40,000 (\$10,000 per quadrant)

- Topographic Survey of Site,
- Grading, Storm Drainage and Erosion Control Plan
- Storm Drainage calculations
- Land Disturbance NOI SCDHEC Application
- Coordinate work with: Structural Engineer, Geotechnical Engineer, and Land Planner
- SCDOT Encroachment Permit

Land Planner: \$20,000 (\$5000 per quadrant)

- Analyze existing ecological conditions including topography, on-site and off-site hydrology, existing vegetation and tree survey, view shed study, soil survey and geology, man-made features and utility easements.
- Design the landscaped bioretention cell/for bay stormwater management system and perform preliminary grading plans and calculations.
- Certify that the installation and construction of the bioretention cells and landscape material is proceeding in accordance with the approved plans and specifications.

Landscape Architect: Design detail plans and provide drawings for 4 quadrants \$12,000

Construction of bio-retention cells and plantings: \$100,000

- Excavation
- Stone Bedding,

- Underdrain pipes
- Cleanout pipes
- Filter Fabric
- Soil mix
- Mulch
- Plants & installation

Wildflower and existing Cannas Lilly Bed: restoration and planting: \$5000

Traffic Control 20 days @\$1000.00 \$20,000

- B. SCDOT:
  - 1. Maximum Funding: \_\_\_\_\_
  - 2. Services eligible:
    - a.
    - b.
    - c.
    - etc.

C. Participating Party:

Richland County (allocated funds)	\$33,000
Ben Coonrod, RLA	12,000
Richland County Appearance Commission (project management)	5,000

- D. Distribution Costs:
- E. It is anticipated that this project will require 4 months to complete after authorization to proceed is received.



March 6, 2008

Representative Joan B. Brady  
414-B Blatt Building  
Columbia, SC 29211

Dear Rep. Brady,

As you know, we have applied for a SC DOT Adopt-An-Interchange Grant for I-77, Exit 12. As part of our maintenance plan for the interchange, we would like to be able to mow beyond the limits currently allowed under state law.

Currently if a local government entity wants to perform any special/extra mowing of an interchange in order to enhance the appearance of the landscaping, then it is necessary to introduce a bill to allow mowing beyond 30 feet from the edge of the pavement at the specific interchange. Moreover, the SCDOT considers this revision to the ordinance to be desirable.

I am respectfully requesting that you consider introducing this amendment to the code. I have attached the section of code that shows example(s) of other successful amendments for similar circumstances.

Our amendment might read:

SECTION 57-23-8xx. Mowing roadside vegetation; Richland County.

**Notwithstanding the provisions of Section 57-23-800 of the 1976 Code, or any other provision of law, the interchange of Interstate Highway 77 with SC Highway 12 (Forest Drive, exit 12) in Richland County may be mowed beyond thirty feet from the edge of the travel lane. This act takes effect upon approval by the Governor.**

Thank you for your assistance on this project.

Sincerely,



Ryan Newius  
Richland County Appearance Commission, Chair



December 12, 2007

Ms. Audrey Schflitt  
Grants Administrator, Richland County  
2020 Hampton Street  
Columbia, South Carolina 29205

RE: Request for Transportation Enhancement (TE) Funds for an Adopt-An-Interchange (AAI)  
Project- I-77 @ Forest Drive/SC Highway 12 (exit 12) Interchange

Dear Ms. Schflitt:

I would like to thank you for your October 29, 2007 Adopt-an-Interchange application for the I-77 @ Forest Drive/SC Highway 12 interchange (exit 12) near the Fort Jackson main entrance. South Carolina Department of Transportation (SCDOT) is pleased to have the chance to evaluate your application and landscape concept plan and to possibly “partner” with Richland County.

Attached are three technical staff reports; please try to answer the questions in the reports in a letter to me. We encourage applicants to match funding at the 50%-50% level in order to stretch our limited funding; can you increase the match funding? After I receive this information, I will proceed in requesting federal funds and will write an agreement that all parties will sign. The funding situation has not changed and it is unknown when the federal funds will be available.

If you would like to see a sample participation agreement/long term maintenance agreement, please let me know. In order for me to start preparing the participation agreement/long term maintenance agreement, please complete the enclosed two-page “Participation Agreement Information Form” and W-9 form and return them to me as soon as possible. You should also attach a map of the project area to the completed form as instructed under Item Number II-b on the form.

Thank you for your interest in beautifying and improving the appearance of South Carolina’s highways. Please feel free to contact me at (803) 737-1949 if you have any questions or need additional information.

Sincerely,

Timothy Edwards  
Landscape Architect  
Roadway Design Support

FTE:fte  
Enclosures

cc: Thad Brunson, SCDOT District 1 Engineering Administrator / Heidi Lux, IRVM  
Tony Magwood, SCDOT Richland County Resident Maintenance  
Kelly Jo Swygert, Director of Maintenance Office  
Rob Bedenbaugh, Roadway Design Support Engineer  
Tesa Griffin, SCDOT Enhancement & Beautification Programs Liaison  
Cathy Rice, SCDOT Enhancement Program Outreach

FILE:PC/FTE



Item# 6

Attachment number 2  
Page 10 of 28

## Edwards, Timothy

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**From:** COONROD, BENJAMIN [BCOONROD@fmc.sc.edu]  
**Sent:** Tuesday, November 13, 2007 2:46 PM  
**To:** Edwards, Timothy  
**Cc:** Ryan Nevius  
**Subject:** I-77/Forest Drive Landscape sq ft

Timothy,

Ryan asked me to give you the approximate square footage and plant count for the project. Figures below are for one quadrant. Total for entire interchange would be times four.

(100) Golden Thread Cypress – 2,000 sq. ft.  
(150) Purple Leaf Barberry – 2,000 sq. ft.  
(350) Golden Sword Yucca – 2,800 sq. ft.  
Wildflower Bed – 6,000 sq. ft.  
(7) Longleaf Pine – 3,000 sq. ft.

Hope this helps. Call me back if you need.  
Ben



October 24, 2007

H. B. Limehouse, Jr., Secretary of Transportation  
South Carolina Department of Transportation  
c/o Roadway Design Support, Preconstruction, Room 409  
955 Park Street  
P.O. Box 191  
Columbia, South Carolina 29202

Dear Mr. Limehouse:

I am writing to express the strong support of the Central Midlands Council of Governments (CMCOG) for Richland County's SCDOT Adopt-An-Interchange grant application. The County is proposing to beautify Exit 12 on I-77. This exit leads to the main gate of Fort Jackson.

This project would have tremendous benefits for our region, including:

- ***Enhancing the image of Fort Jackson, Columbia, Richland County and South Carolina.*** Thousands of visitors from around the country visit Ft Jackson every year, for business purposes and to attend graduation ceremonies. The beautification project will help insure these visitors leave with a favorable impression.
- ***Demonstrating strong public support for the Fort and its mission.*** So far, Fort Jackson has been able to survive the BRAC ---Base Reduction and Closure--- process. BRAC s recurs every decade or so, and there will be future rounds of BRAC. The unusually strong community support for Fort Jackson has been a factor in keeping it open. The collaboration between the SCDOT and Richland County on the beautification project will further demonstrate community support.
- ***Setting a standard for community design in one of our most important economic development corridors.*** Our local governments, including the City of Columbia and Richland, Fairfield and Lexington Counties have worked with the SC Department of Commerce and the Central SC Alliance to bring new employers to the I-77 corridor. This project is an opportunity to set an appropriately high standard for the appearance of this strategic interstate highway.

This project is consistent with the plans of CMCOG and the Columbia Area Transportation Study (COATS).

Sincerely,

A handwritten signature in black ink that reads "Norman Whitaker". The signature is fluid and cursive, written over the printed name.

Norman Whitaker  
Executive Director



## Richland County Budget Department

2020 Hampton Street, Post Office Box 192

Columbia, South Carolina 29202

Telephone 803-576-2199

Facsimile 803-576-2122

E-mail: [shiffletta@rcgov.us](mailto:shiffletta@rcgov.us)

March 17, 2008

Mr. Timothy Edwards  
Landscape Architect – Roadway Design Support  
S.C. Department of Transportation  
P.O. Box 191  
Columbia, SC 29202-0191

RE: Response to Request for Transportation Enhancement (TE) Funds for Adopt-An-Interchange (AAI) Project – I-77@ Forest Drive/SC Highway 12 (exit 12) Interchange – request for information

Dear Mr. Edwards:

Thank you for your thoughtful and careful response to the request referenced above. After consultation with Ms. Ryan Nevius of the Richland County Appearance Commission, we are prepared to respond below to the technical staff report answers. Also, enclosed please find:

- a detailed maintenance form for I-77@ Forest Drive/SC Highway 12 (exit 12)
- the requested W-9 form for Richland County
- a copy of the request letter sent to SC Representative Joan Brady requesting an amendment to the ordinance to allow moving (as requested),
- information for the "Participation Agreement" form.

### Richland County Adopt-An-Interchange Grant Response:

1. Are you still interested in pursuing this project? Yes, we are eager to implement this project.
2. Do you agree to meet Federal and State eligibility guidelines for Transportation Enhancement Funds? We agree to meet all Federal and State guidelines for T.E.F.
3. Can you elaborate on your ability and commitment to provide perpetual year round maintenance (beyond the signing a long-term maintenance agreement)? Our Special Services Department currently maintains several interchanges and the County is committed to maintaining an enhanced Exit 12 on I-77. We will submit a detailed maintenance plan for approval with a commitment to restore the interchange if the plantings are abandoned. Interchanges that we currently care for are: Peak Exit on I-77, Parkland & 277, Two Notch Road & Decker Blvd., Two Notch & I20, I20 & North Main.

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Attachment number 2  
Page 13 of 28

4. Is there any problem with your ability and degree to provide matching funds? Please explain. The Richland County Council has voted and set aside the funds shown in the grant proposal. We are unable to increase the match beyond the amount (\$50,000) listed in the grant proposal.

5. Is landscaping proposed for all available quadrants of an interchange? Yes

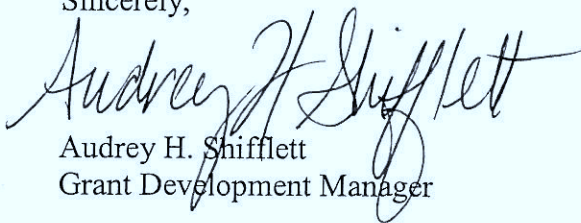
6. Have you contacted your local legislator and have him introduce a bill to allow mowing beyond thirty from the edge of the pavement at the specific interchange? We would like to have a mowing exemption bill in place for this interchange. We are in the process of making that request of SC Representative Joan Brady. We do have the support of Representative Brady and SC Senator Joel Laurie on this project and foresee no problem with this issue. A copy of our request letter to Representative Brady requesting the Ordinance amendment is enclosed.

7. Can you elaborate on your ability and degree to complete the project within 24 months of an executed agreement? Please explain. The funds are committed, the County staff is ready to implement the process, the design criteria for the rain garden is established, the landscape architect is in place, the Appearance Commission is committed to the management of the project and Fort Jackson Garrison Command is a committed partner. We would like to plant in the December to February time frame to insure success with our plantings. Given where we are at this time, we prefer to schedule the site work to begin in mid November 2008 and the planting to begin December 2008.

8. What wildflowers will you use? We plan on using either of these three separately or mixed: purple coneflower or ox-eye daisy or yellow coreopsis.

Thank you for the opportunity to respond. This interchange is an important gateway to for our county and we look forward to partnering with SCDOT to improve and enhance it. Please contact me at [shiffletta@rcgov.us](mailto:shiffletta@rcgov.us) or 803.576.2199 if you need any further information at this time.

Sincerely,



Audrey H. Shifflett  
Grant Development Manager

Enclosures

cc. Ryan Nevius, Richland County Appearance Commission  
J. Milton Pope  
Tony McDonald

# ADOPT-AN-INTERCHANGE APPLICATION

## APPLICANT INFORMATION

APPLICANT: Richland County DATE: October 2007  
ADDRESS: 2020 Hampton Street PHONE: 803-576-2199  
CITY Columbia STATE: SC Zip 29205  
CONTACT PERSON: Audrey Schflitt TITLE: Grant Administrator  
and Ryan Nevius Chair, Richland County Appearance Commission 803-381-8747

## PROJECT INFORMATION

NAME OF PROJECT: Fort Jackson Gateway Project at I77, Exit 12 interchange

BRIEF PROJECT DESCRIPTION: Create a landscape with a dramatic visual impact to enhance the I77 Exit 12 interchange that is the gateway to Fort Jackson's main entrance, while utilizing sustainable practices and LID principles.

PROJECT LOCATION: Exit 12 on I77 interchange

COUNTY: Richland HOUSE DISTRICT: 78

SENATE DISTRICT: 22 CONGRESSIONAL DISTRICT: 2



South Carolina Department of Transportation

## MINIMUM REQUIREMENTS FOR PROPOSALS

(PLEASE ANSWER THE FOLLOWING IN SPACES PROVIDED.)

**A. PROJECT DESCRIPTION:** (SEE ATTACHED" IS NOT ACCEPTABLE.)

Describe all necessary work needed to complete the proposed project:

Create a landscape with a dramatic visual impact to enhance the I77 Exit 12 interchange that is the gateway to Fort Jackson's main entrance.

All landscaping will be done on interstate right-of-ways, inside the triangular landscape areas between the four ramps and the freeway at Exit 12 of I77. The design has both aesthetic and environmental components. It will create an attractive landscape with a dramatic visual impact that will identify the interchange as the main gate to Fort Jackson. Low maintenance, drought resistant plants will be used exclusively and will be located within series of bio-retention basins. Captured stormwater runoff captured will be directed to the bio-retention basins. This will provide the primary source of water for irrigation. Supplemental water will be supplied when necessary by water trucks from Fort Jackson. Bio-retention basins will filter and remove pollutants from runoff and increase infiltration back into the groundwater. In one quadrant an existing large tree and cannas lily bed will remain and be enhanced.

### NECESSARY WORK:

#### Step 1: Soil testing:

4 in each quadrant; including infiltration test and soil analysis

#### Step 2: Land Planning:

- Analyze existing ecological conditions including topography, on-site and off-site hydrology, existing vegetation and tree survey, view shed study, soil survey and geology, man-made features and utility easements.
- Design the landscaped bioretention cell/forbay stormwater management system and perform preliminary grading plans and calculations.
- Certify that the installation and construction of the bioretention cells and landscape material is proceeding in accordance with the approved plans and specifications.

#### Step 3: Engineering:

Topographic Survey of Site,  
Grading, Storm Drainage and Erosion Control Plan  
Storm Drainage calculations  
Land Disturbance NOI SCDHEC Application

**Step 4:** Install temporary erosion control

**Step 5:** Grade and excavate for basins

**Step 6:** Construct bio-retention basins

**Step 7:** Install plant materials and artwork (see below)

**Step 8:** Maintenance on existing Canna bed and plant new wildflower bed

**Step 9:** Install mulch

**Step 10:** Final clean up of site.



9-6-07

**B. MAPS, PLANS & PHOTOGRAPHS:**

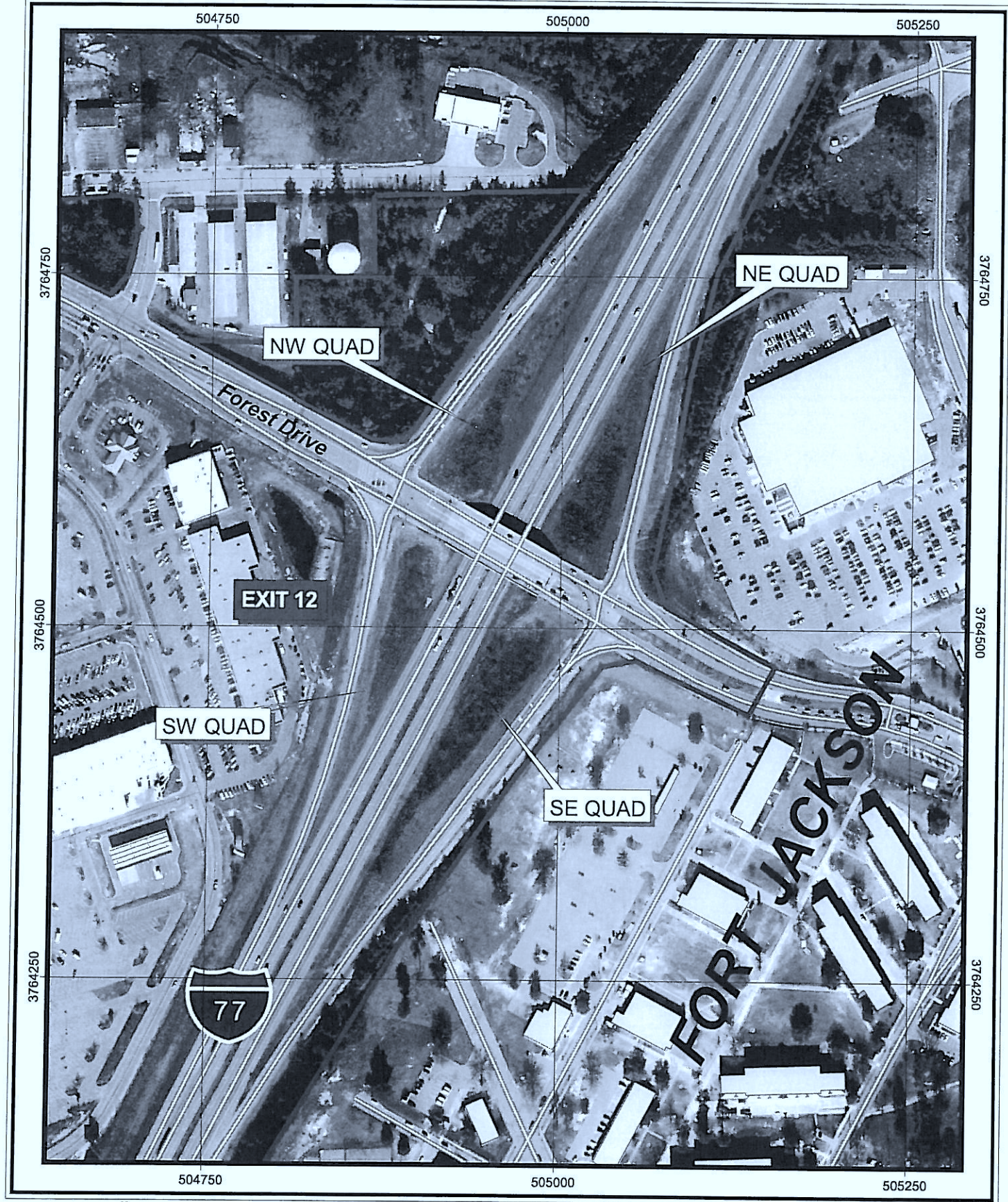
Attach project location map(s), project boundary map and site plan. Include photographs of the existing site and/or facility if applicable. Application calls for an 11" x 17" (min.) concept plan designed by a registered Landscape Architect. **COMMENTS:**

Comments:

- ~ Fort Jackson contributes over \$2.6 billion each year to our Midlands economy. Over 150,000 tourist come to visit from across the USA each year, most to attend the Basic Training Graduation Ceremonies held each week.
- ~ The project will contribute to soil conservation and stormwater management goals.
- ~ Please note that the attached plans are conceptual in nature and that plant varieties and quantities are subject to change.

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# PROPOSED I-77 EXIT 12 INTERCHANGE BEAUTIFICATION PROJECT

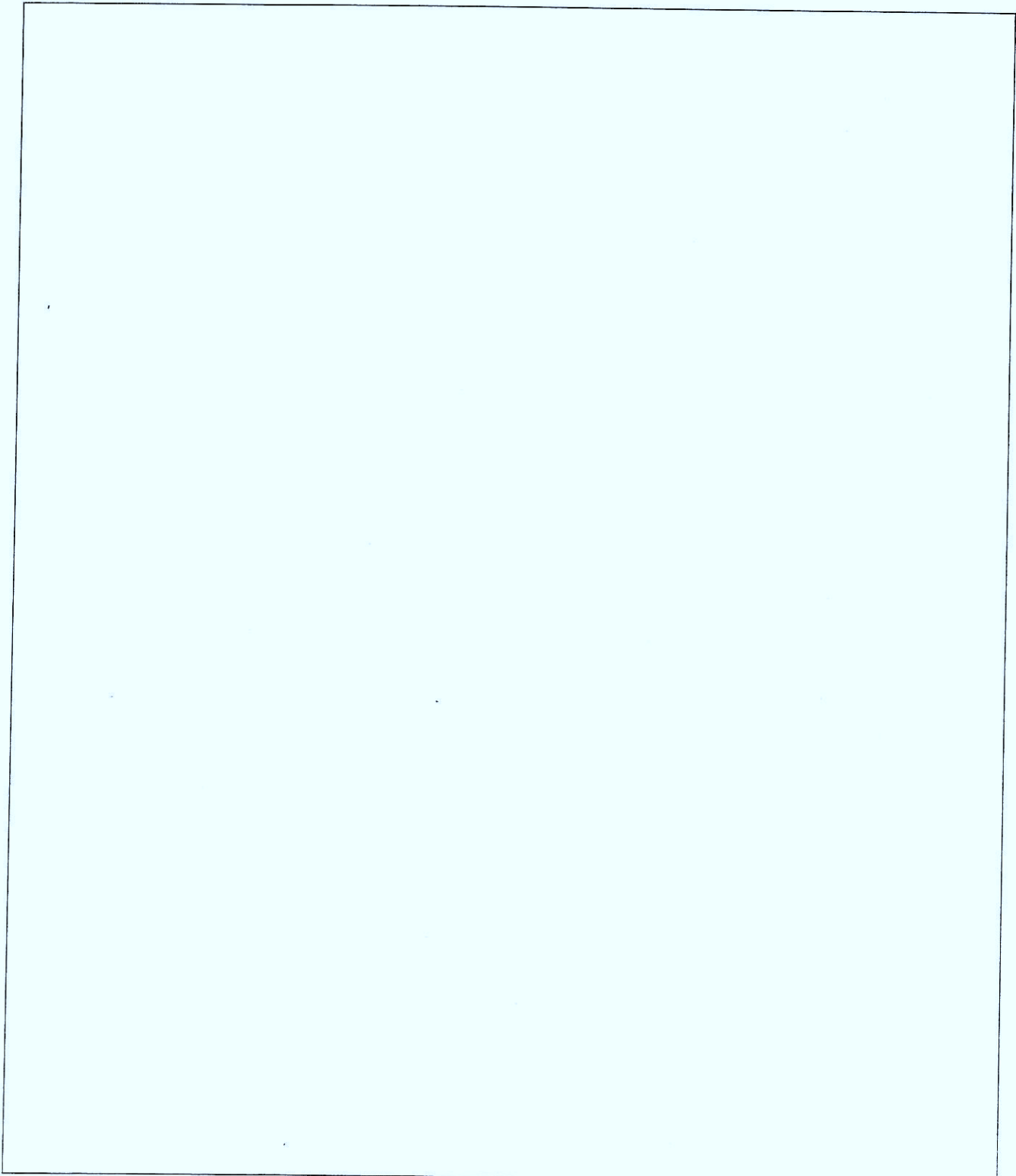


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OCT 2007

9-6-07

**D. ENCROACHMENT PERMIT:**

Include with your application either a copy of the approved SCDOT Encroachment Permit or a letter from your SCDOT county maintenance office or SCDOT district office indicating your project appears feasible in concept with specific details to be worked out in an encroachment permit.





South Carolina  
Department of Transportation

October 26, 2007

Ms. Ryan Nevius, Chair  
Richland County Appearance Commission  
Richland County  
2020 Hampton Street  
Columbia, SC 29205

Re: I-77 Exit 12 Interchange Landscaping Project

Dear Ms. Nevius:

I have reviewed the preliminary landscaping plans for I-77/Exit 12 Landscaping project. It is my opinion that this project is feasible and would be an improvement for the citizens of this community as well as an inviting gateway to Fort Jackson. Based on the information you submitted, I feel that the plan is sound and can be completed with minimal impact to the motoring public. The project would include work within the department's rights-of-way by way of landscaping. I must remind you that this letter does not serve as approval for an encroachment permit. I would suggest that you submit an application for an encroachment permit as soon as you have identified the necessary funding for the project.

If you need further information or assistance, please call me at (803) 786-0186.

Sincerely,

A. Tony Magwood  
Resident Maintenance Engineer

ATM

File: ATM/RME Files/I-77 Exit 12 Interchange



Richland Maintenance  
7201 Fairfield Road  
Columbia, South Carolina 29203

Phone: (803) 786-0128  
Fax: (803) 786-9140

AN EQUAL OPPORTUNITY  
AFFIRMATIVE ACTION EMPLOYER

Item# 6

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Page 20 of 28

9-6-07

**E. PROJECT MAINTENANCE & MANAGEMENT PLANS:**

Describe maintenance and management of the project, including the expected source of funds to support activities:

(Extensive landscaping projects must include the installation of an irrigation system, and details for long-term maintenance must be provided.)

The Richland County Appearance Commission will manage the project. All work as described in "Project Description" will be contracted for using certified companies.

Upon Completion, Richland County Special Services will provide the regular maintenance and season appropriate work utilizing a work plan developed by the Richland County Appearance Commission Horticulturist. This work plan will be reviewed and updated by the Horticulturist each spring and fall.

Richland County Special Services will provide funding for maintenance labor. Richland County Appearance Commission will fund replacement plant materials and other expenditures.

Fort Jackson Garrison Command will provide water during drought conditions utilizing water trucks filled from their ponds.

Item# 6

**IV F: ENVIRONMENT ASSESSMENT:**

Attach any previously prepared environmental documentation to this application. If no previously approved environmental documentation is available, the applicant must complete necessary studies if any, and have them approved prior to project implementation. Indicate below any impact the project is expected to cause.

	<u>IMPACT</u>	
	<u>YES</u>	<u>NO</u>
Displacement of residences or business.....	<input type="radio"/>	X
Disruption of neighborhoods.....	<input type="radio"/>	X
Impacts agricultural or recreational lands.....	<input type="radio"/>	X
Impacts historical/archaeological sites.....	<input type="radio"/>	X
Within coastal zone.....	<input type="radio"/>	X
Endangered species.....	<input type="radio"/>	X
Air/water quality.....	X	<input type="radio"/>
Noise.....	<input type="radio"/>	X
Hazardous waste site.....	<input type="radio"/>	X
Are there any graves or tombstones in the interchange?.....	<input type="radio"/>	X
Are any wetlands or floodplains present?.....	<input type="radio"/>	X

*A wetland is defined as an area that has wetland vegetation; is wet during a portion of the year when we have a normal amount of rainfall; and wetland soils, which are usually dark, are present. Highway drainage ditches are not considered to be wetlands. If any of these characteristics are present, or if you suspect a portion of the interchange could be considered wetlands, check "yes" and describe in comments sections below.*

Any county, state, and/or federal permits required will have to be secured by the applicant prior to contract signing. These may include Army Corps of Engineers, Office of Coastal Resource Management, Coast Guard, Federal Energy Regulatory Commission, County Sediment and Erosion Control and Stormwater Management Ordinance, or State Budget and Control Board.

**Comments:**

The proposed design improves quality and diminishes quantity of storm water runoff.

9-6-07  
**J. G. FUNDS REQUESTED, LOCAL MATCH AND SOURCE**

LINE 1 – Total project cost (From Section C; Page 4) \$ 207,000.00  
 LINE 2 – Local match (Must be at least 20 % of Line 1) \$ 50,000.00  
 List source of match and amount from each source

<u>LIST SOURCES</u>	<u>AMOUNT</u>
A - <u>Richland County Allocated Funds</u>	\$ <u>33,000.00</u>
B - <u>Ben Coonrod, RLA</u>	\$ <u>12,000.00</u>
C - <u>Richland County Appearance Commission Project Management</u>	\$ <u>5,000.00</u>
D - _____	\$ _____
E - _____	\$ _____
<b>TOTAL AMOUNT OF MATCH</b> (Should be equal to Line #2 above.)	\$ _____

**LINE 3 – Funds Requested by Applicant:** \$ 157,000.00  
 (subtract Line 2 from Line 1)

**Attention Adopt-an-Interchange applicants: Federal Funds are limited to \$250,000.00 maximum to any one public government agency within the federal fiscal year.**

Is project within a Metropolitan Planning Organization (MPO) boundary?     YES     NO  
 If yes, is the project in the Transportation Improvement Program (TIP)?     YES     NO  
 List MPO COATS    Amount in TIP for project : \$ \_\_\_\_\_

**H. CERTIFICATION**

The undersigned has authority to sign on behalf of the applicant and certifies that the applicant has legal authority to enter into contract to implement this project and that all information provided is complete and accurate to their best knowledge.

J. Milton Pope    10-26-07  
 SIGNATURE    DATE  
County Administrator    803-576-2050  
 TITLE    PHONE NO.  
J. Milton Pope  
 PRINTED NAME

Mail **ORIGINAL** and **SIX (6) COPIES** of application to:  
**South Carolina Department of Transportation**  
**Roadway Design Support, Preconstruction, room 409**  
**955 Park Street**  
**P.O. Box 191**  
**Columbia, South Carolina 29202**  
**Phone (803) 737-1949**

## **DETAILED MAINTENACE PLAN EXIT 12, I- 77**

Richland County Special Services will add Exit 12, I-77 to our existing Interchange Maintenance Program.

### **Detailed Work Plan for Exit 12 I-77**

The regular maintenance would include:

Mowing when the grass grows to approximately 5 inches

Each time the interchange is mowed:

- Trash pickup
- Weed trimming
- Inspection of plants for problems

Spring maintenance would include:

Replenish mulch

Bed edging

Trimming of bushes

Restoration of wildflowers

Late Fall maintenance would include:

Replanting any damaged plants

Cutting back of canna lilies

Bed edging

Mowing of wildflower bed



9-6-07

**R:C. PROJECT COST:** (“SEE ATTACHED” IS NOT ACCEPTABLE.)

Itemize all project elements and costs. List item, description, quantity, unit price, amount, etc. If “Traffic Control” does not appear as a separate cost item, then indicate how it will be accomplished. (Enter total project cost in Section G – Line 1, Page 8.) Itemize below:

Project Management: Richland County \$5000

Soil Tests: Infiltration tests \$5000 for all 4 quadrants

Engineering: \$40,000 (\$10,000 per quadrant)

- Topographic Survey of Site,
- Grading, Storm Drainage and Erosion Control Plan
- Storm Drainage calculations
- Land Disturbance NOI SCDHEC Application
- Coordinate work with: Structural Engineer, Geotechnical Engineer, and Land Planner
- SCDOT Encroachment Permit

Land Planner: \$20,000 (\$5000 per quadrant)

Analyze existing ecological conditions including topography, on-site and off-site hydrology, existing vegetation and tree survey, view shed study, soil survey and geology, man-made features and utility easements.

Design the landscaped bioretention cell/forbay stormwater management system and perform preliminary grading plans and calculations.

Certify that the installation and construction of the bioretention cells and landscape material is proceeding in accordance with the approved plans and specifications.

Landscape Architect: Design detail plans and provide drawings for 4 quadrants \$12,000

Construction of bio-retention cells and plantings: \$100,000

- Excavation
- Stone Bedding,
- Underdrain pipes
- Cleanout pipes
- Filter Fabric
- Soil mix
- Mulch
- Plants & installation

Wildflower and existing Cannas Lilly Bed: restoration and planting: \$5000

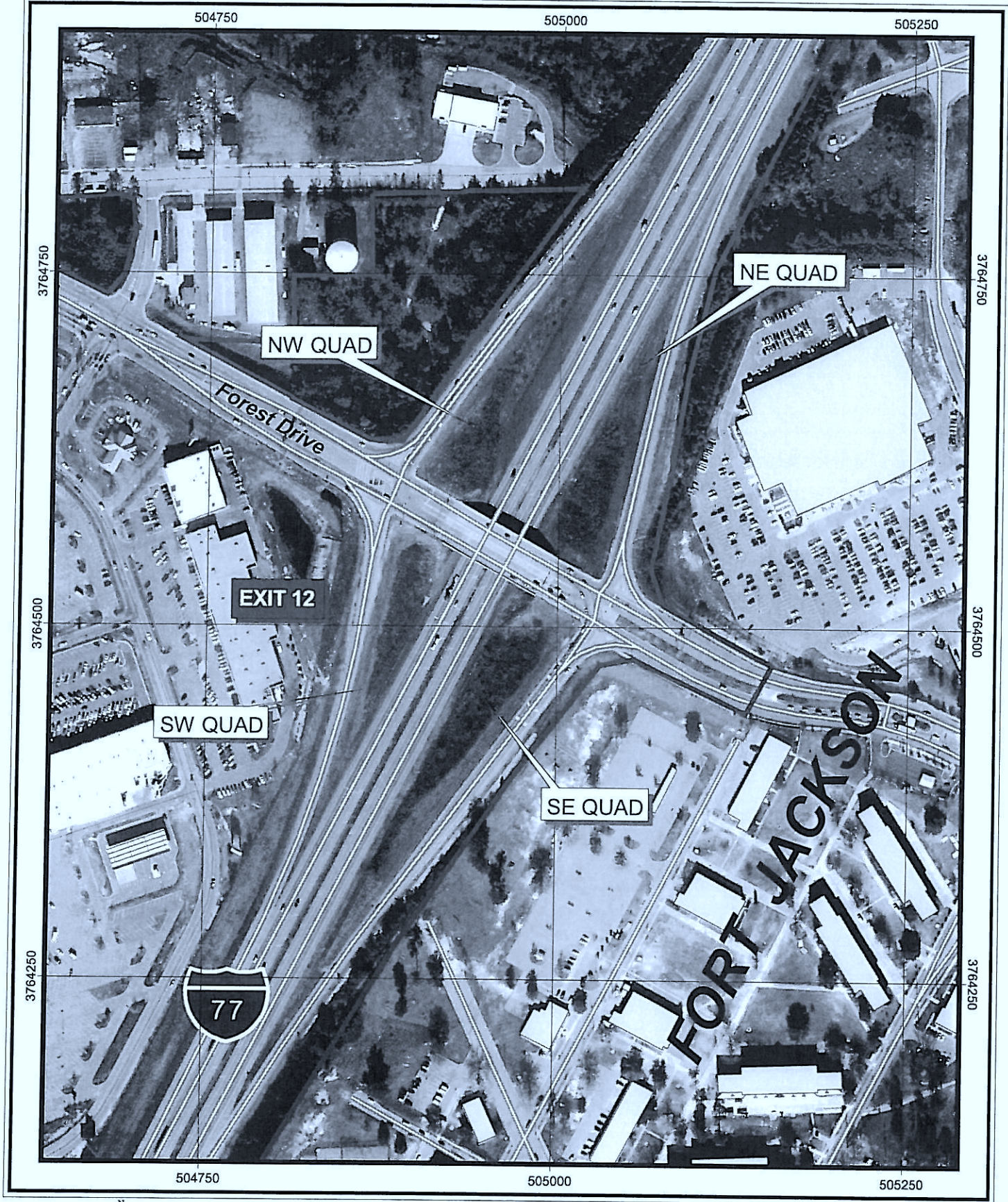
Traffic Control 20 days @\$1000.00 \$20,000

TOTAL \$207,000

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# PROPOSED I-77 EXIT 12 INTERCHANGE BEAUTIFICATION PROJECT

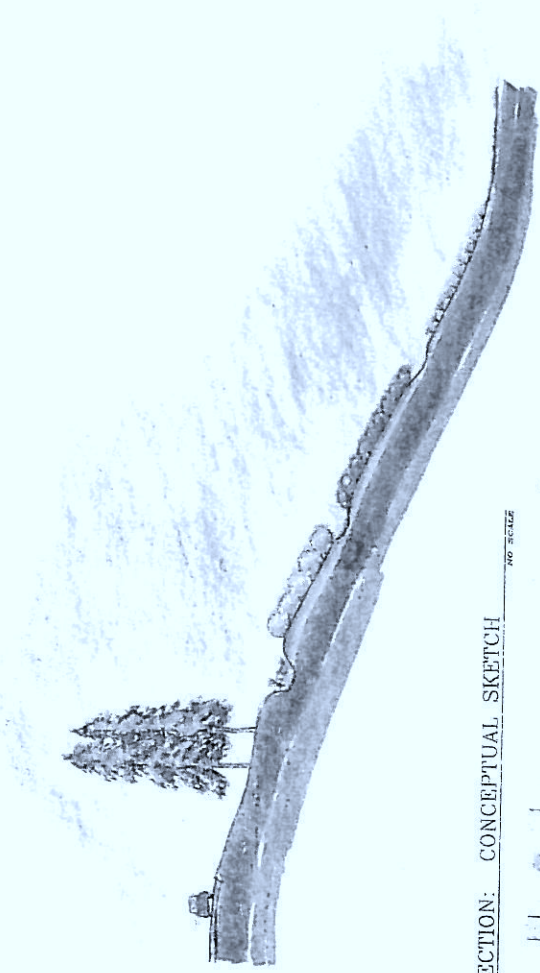


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OCT 2007



CONCEPTUAL DESIGN

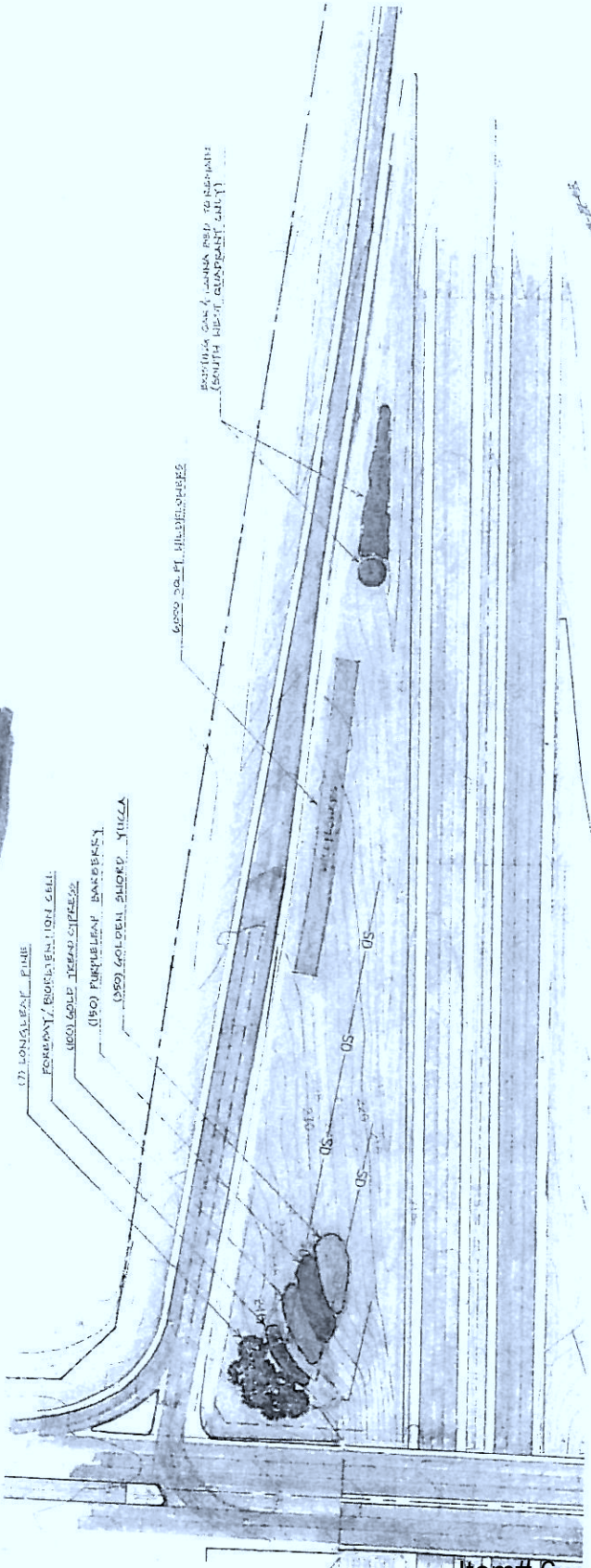
NOTE:  
 ALL INTERCHANGE QUADRANTS TO HAVE SIMILAR  
 LAYOUT SOUTH WEST QUADRANT SHOWN AS TYPICAL.  
 (EXIT RAMP SOUTH TO FORT JACKSON)



SECTION: CONCEPTUAL SKETCH

NO SCALE

07 CONCRETE CURB  
 FORMITY/BIODIVERSITY WALL  
 GEOSOLE TREATMENT  
 (150) PURLINEN BARBEREY  
 (250) GOLDEN SHOR YUCCA



POSITION ONE & THREE REF. TO EXISTING  
 (SOUTH WEST QUADRANT)

EXISTING CURB/BIODIVERSITY WALL

PLAN VIEW

Item# 6

## Edwards, Timothy

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**From:** STEPHANY SNOWDEN [stephansnowden@richlandonline.com]  
**Sent:** Friday, January 27, 2006 5:13 PM  
**To:** Edwards, Timothy  
**Subject:** RE: Richland County Government -I77 @ US 21 Blythewood

Thank you Mr. Edwards.

Stephany

---

**From:** Edwards, Timothy [mailto:EdwardsFT@dot.state.sc.us]  
**Sent:** Friday, January 27, 2006 3:30 PM  
**To:** stephansnowden@richlandonline.com  
**Cc:** Griffin, Tesa P  
**Subject:** RE: Richland County Government -I77 @ US 21 Blythewood

Mrs. Snowden -

Thank you for your inquiry regarding the Department's Adopt an Interchange Program. Attached is the link to the site with the application for the Adopt an Interchange program.

[http://www.scdot.org/community/tep\\_inter.shtml](http://www.scdot.org/community/tep_inter.shtml)

Go to the "aai application" pdf file for the application. The other pdf file can be used for guidance. Please let me know if you need any assistance in preparing the application. It will be very helpful to send in any plans, and proposed plant list you have already done with the application. We look forward to receiving the application for the Florence interchange.

Most of our AAI applications have been in the \$200,000-\$500,000 range. A \$200,000 application would be more likely to be approved than a \$500,000 application. We would much rather fund five \$200,000 AAI applications from across the state than one \$1million application. Please advise me directly if you need any further assistance.

As we discussed attached are similar maintenance guidelines for interchange maintenance that would be at the back of a participation agreement. I don't have an electronic version of the front "legal" part of the agreement. If you would like to have a paper copy of an agreement, I could mail you one if you give me your mailing address or you can come by my office and pick one up.

Thanks,  
Timothy Edwards  
Landscape Architect  
Engineering Support, room 412-A  
ph (803) 737-1949  
fax (803) 737-0608

# Richland County Council Request of Action

**Subject**

An ordinance amending the Richland County Code of Ordinances; Chapter 18, Offenses, so as to clarify requirements pertaining to the smoking of tobacco products in the unincorporated area of Richland County [Pages 70-75]

**Reviews**

## Richland County Council Item for Information / Discussion

**Subject:** Smoking Ban Ordinance Amendments

### A. Purpose

Council is requested to approve the Smoking Ban ordinance amendments as presented to clarify Council's intent and provide policy direction to staff and the public.

### B. Background / Discussion

At the March 24, 2009 A&F Committee meeting, the Committee requested the following amendments be made to the smoking ban ordinance.

- 1) Does Council intend for businesses that consistently violate the smoking ban ordinance to have the business' business license denied or revoked? If so, how many violations should be documented prior to this action being initiated? If this is Council's intention, specific language to this effect will be needed to be added as a Smoking Ban ordinance amendment.

A business that consistently violates the smoking ban ordinance is to have its business license denied or revoked. If a business is ticketed four times within 3 months, the business license denial or revocation process will be initiated.

- 2) The \$25 civil penalty will be written by whichever Code Enforcement Officer observes the violation. However, there is no direction as to which department shall collect this penalty. Shall this be an administrative department as the County Administrator deems appropriate, or should this be a responsibility of the County Treasurer? It is recommended that this be clarified within the smoking ban ordinance. All infractions punished according to the smoking ban ordinance shall be adjudicated through the State's normal magisterial judicial process, culminating in the collection of any fines levied.

- 3) The ordinance Section 18-6 (h)(3) currently reads "Each day on which a violation of this Section occurs shall be considered a separate and distinct infraction." Is it Council's intention that, once a person or business is written a ticket on a given day, that person or business may continue to smoke or to allow smoking for the remainder of that day, since no additional tickets may be written?

If this is not Council's intention, it is recommended that Council amend this section of the Smoking Ban ordinance to read, "Each incidence of violation (i.e., each person that a business allows to smoke, or each lighted tobacco product) of this Section shall be considered a separate and distinct infraction." Each incidence of violation by an individual or business is to be considered a separate and distinct infraction.

- 4) The current Smoking Ban ordinance does not indicate how much time an offender has to pay the \$25 civil penalty. How many calendar or business days does Council intend to allow a person to pay the penalty before additional enforcement is initiated? What is Council's intention that the additional enforcement should be - a doubling of the civil penalty every ten days, for example? What is Council's intention that the final enforcement action should be,

if no civil penalties are ever paid by a person or a business for a violation?

Council's intentions regarding the payment and enforcement of the civil penalty needs to be added as a Smoking Ban ordinance amendment. All infractions punished according to the smoking ban ordinance shall be adjudicated through the State's normal magisterial judicial process, culminating in the collection of any fines levied.

- 5) Is it Council's intention that every "Workplace shall post a conspicuous sign at the main entrance to the Workplace, which shall contain the words "No Smoking" and the universal symbol for no smoking", as currently required by the ordinance? If so, is this to be considered an infraction as well, with an associated \$25 fine?

If so, language to this effect needs to be added to the Smoking Ban ordinance. If it is not Council's intention that every workplace in the unincorporated County should have this signage, then it is recommended that this language be removed from the ordinance. The owner, manager, or person in control of a Workplace shall post a conspicuous sign at the main entrance to the Workplace, which shall contain the universal symbol for no smoking. Signs shall be no smaller than five inches by five inches.

- 6) What is Council's intention in Section 18-6(h)(3) that "A violation of this Section is furthermore declared to be a public nuisance"? Is a single violation of this section a public nuisance? What is the consequence to the person or to the business of being considered "a public nuisance"? Council is recommended to clarify in the ordinance its intentions with this "public nuisance" language. Recommend the removal of this language. A violation of this Section is furthermore declared to be a public nuisance.

- 7) What is Council's intention or desire regarding the level of enforcement? If every complaint is to be investigated, i.e., sending an inspector out to determine if a violation is witnessed, this may have consequences on staffing levels as well as overtime costs. The Business Service Center will respond to complaints within seven calendar days. Any staff conducting follow-up involving a visit to a business outside of normal working hours will do such follow-up according to a flexible work schedule so that no overtime pay is earned or required to be paid. However, staff reserves the right to request additional overtime funds if the overtime level of enforcement becomes greater than 5 hours per week.

### C. Financial Impact

If a business has its business license revoked or denied, there will be a loss of revenue to the County. That loss cannot be determined until such revocation or denial occurs. The number of infractions will determine the revenue brought in to the County via the magisterial judicial process. That amount cannot be determined until violations are adjudicated. The Business Service Center reserves the right to request overtime funds if the overtime level of enforcement becomes greater than 5 hours per week.

### D. Alternatives

1. Amend the Smoking Ban ordinance as presented to clarify Council's intentions and to answer important policy questions.

2. Amend the Smoking Ban ordinance differently than presented.
3. Do not amend the Smoking Ban ordinance at this time. This is not recommended.

**E. Recommendation**

It is recommended that the Smoking Ban ordinance be amended as presented to answer the policy questions that have been raised.

**Recommended by:** Roxanne Matthews **Department:** Administration **Date:** 4-1-09

**F. Reviews**

(Please **SIGN** your name, ✓ the appropriate box, and support your recommendation before routing. Thank you!)

**Business Service Center**

Reviewed by: Pam Davis

Date: 04/13/09

Recommend Approval

Recommend Denial

No Recommendation

Comments: This clarification and amendment to the Smoking Ban ordinance is critical for effective, and consistent, enforcement.

**Finance**

Reviewed by: Daniel Driggers

Date: 4/13/09

Recommend Approval

Recommend Denial

No Recommendation

Comments:

**Legal**

Reviewed by: Larry Smith

Date:

Recommend Approval

Recommend Denial

No Recommendation

Comments: Items 1-4 are legally sufficient and are left to Council's discretion. Both items reflecting the use of Magistrate system are highly recommended for Council approval in light of the opinion of the Chief Justice.

Under item 6 it is recommended that this language not be removed from the ordinance.

Item 7 is purely a policy decision and left to the discretion of Council.



**Administration**

Reviewed by: Roxanne Matthews

Date: April 23, 2009

Recommend Approval

Recommend Denial

No Recommendation

Comments: In light of the comments from Legal, staff recommends that the language in Item 6 not be removed from the ordinance. The other items (1-5 and 7) are recommended for approval.

**STATE OF SOUTH CAROLINA  
COUNTY COUNCIL FOR RICHLAND COUNTY  
ORDINANCE NO. XXX-09HR**

**AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 18, OFFENSES, SO AS TO CLARIFY REQUIREMENTS PERTAINING TO THE SMOKING OF TOBACCO PRODUCTS IN THE UNINCORPORATED AREA OF RICHLAND COUNTY.**

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 I.** The Richland County Code of Ordinances, Chapter 18, Offenses, is hereby amended as follows:

**Section 18-6. Smoking of tobacco products**

(f) Posting of signs The owner, manager, or person in control of a Workplace shall post a conspicuous sign at the main entrance to the Workplace, which shall contain ~~the words “No Smoking” and~~ the universal symbol for no smoking. Signs shall be no smaller than five inches by five inches.

(h) Jurisdiction, Enforcement, and Penalties

3) An infraction is punishable by a fine of twenty-five dollars (\$25). ~~Each day on which a violation of this Section occurs~~ Each incidence of violation of this Section, whether by an individual or by a business, shall be considered a separate and distinct infraction. A violation of this Section is furthermore declared to be a public nuisance. All infractions punished according to this Section shall be adjudicated through the State’s normal magisterial judicial process, culminating in the collection of any fines levied.

4) Businesses that are ticketed four (4) times for any violation(s) of this section within three months are deemed to be habitual offenders and shall have their business license revoked, if one has already been issued, or denied, if a business license application has been received.

**SECTION II. Severability.** If any section, subsection, or clause of this article shall be deemed unconstitutional or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

**SECTION III. Conflicting Ordinances.** All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**SECTION IV. Effective Date.** All sections of this ordinance shall be effective on and after \_\_\_\_\_

RICHLAND COUNTY COUNCIL

BY: \_\_\_\_\_  
Paul Livingston, Chair

ATTEST THIS THE \_\_\_\_\_ DAY

OF \_\_\_\_\_, 2009

\_\_\_\_\_  
Michielle R. Cannon-Finch  
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

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

First Reading: May 5, 2009 [Tentative]  
Second Reading: May 19, 2009 [Tentative]  
Public Hearing: May 19, 2009 [Tentative]  
Third Reading: June 2, 2009 [Tentative]