

RICHLAND COUNTY COUNCIL DEVELOPMENT & SERVICES COMMITTEE

Bernice G. Scott
District 10

Joyce Dickerson
District 2

Greg Pearce
District 6

Damon Jeter, Chair
District 3

Doris Corley
District 1

*May 24, 2005
5:00 PM*

**Richland County Council Chambers
County Administration Building
2020 Hampton Street**

Call To Order

Approval of Minutes – April 26, 2005: Regular Session Meeting (Pages 2 – 5)

Adoption of Agenda

Presentations

A. Mayor's Commission on Homelessness – Dr. Moss Blachman

I. Items for Action

A. Department of Public Works

- 1. Purchase of Replacement Clamshell Truck** (Pages 6 – 7)
- 2. 2005 Roadway Resurfacing Project** (Pages 8 – 29)
- 3. Traffic Calming Standard** (Pages 30 – 41)

II. Items for Information / Discussion

There are no items in this section.

III. Items Pending Analysis

There are no items in this section.

Adjournment

MINUTES OF



**RICHLAND COUNTY COUNCIL
DEVELOPMENT AND SERVICES COMMITTEE
TUESDAY, APRIL 26, 2005**

5:00 p.m.

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

- Member: Bernice G. Scott
- Member: Joyce Dickerson
- Member: L. Gregory Pearce, Jr.
- Member: Doris M. Corley (arrived @ 5:09 p.m.)

MEMBER ABSENT: Damon Jeter

OTHERS PRESENT – Joseph McEachern, Paul Livingston, Valerie Hutchinson, Kit Smith, Mike Montgomery, T. Cary McSwain, Milton Pope, Michael Chris, Chris Eversman, Larry Smith, Gary Watts, Brad Farrar, Joe Cronin, Kendall Johnson, Ashley Bloom, Roxanne Matthews, Michael Byrd, Stephany Snowden, Edith Caudle, Sherry Wright-Moore, Geo Price, Chief Harrell, Marsheika Martin, Amelia Linder

CALL TO ORDER – Ms. Scott called the meeting to order at approximately 5:05 p.m.

APPROVAL OF MINUTES – March 22, 2005 – Ms. Dickerson moved, seconded by Mr. Pearce, to adopt the minutes as submitted. The vote in favor was unanimous.

ADOPTION OF AGENDA – Mr. McSwain stated that item I.A-2 (Richland County Solid Waste Collector Rate Increase) need to be discussed in Executive Session.

Ms. Scott stated the Executive Session item would be moved to the end of the agenda.

Mr. Pearce moved, seconded by Ms. Dickerson, to adopt the agenda as amended. The vote in favor was unanimous.

ITEMS FOR ACTION

A. DEPARTMENT OF PUBLIC WORKS:

1. **Northeast Transportation Study** – Ms. Dickerson moved, seconded by Ms. Scott, to defer this item. The vote in favor was unanimous.

2. **Private Pond Maintenance Policy** - Mr. Tony McDonald, Assistant County Administrator, stated this is an attempt to address how the County deals with the maintenance of private ponds or lakes in communities. He stated one of the problems the policy would address is a public drainage system that feeds into a private lake. Mr. McDonald stated that the policy proposes that the County be authorized to provide assistance within a small radius of the public outfall pipe as it flows into the lake. He stated this would not affect any other lake or pond that does not have a public drainage system flowing into it.

Mr. McDonald further stated that this would require that the owner of the lake or pond provide an easement, as well as a hold harmless agreement to the County which would give the County the authority to go on the property and do the work, as well as hold the County harmless for any situation that may arise.

A discussion took place.

Ms. Scott suggested sitting down to come up with some type of criteria that would provide help to everybody.

Mr. Pearce moved, seconded by Ms. Dickerson, to forward this item to Council for approval. The vote in favor was unanimous.

Richland County Coroner: Children's Health & Safety Council Safe Sleep Campaign – On behalf of the Coroner's Office and the Richland County Children's Health & Safety Council, Mr. Gary Watts, County Coroner, gave a brief report on the *Safe Sleep Campaign* which is to be launched in October of this year. He stated brochures would be distributed and a video would be shown in pediatrician offices, the Health Department and other doctors' offices around the County.

Mr. Watts requested for Council to approve the concept and make it a part of the Coroner's budget request for the new fiscal year.

Mr. Pearce moved, seconded by Ms. Corley, to approve the request. The vote in favor was unanimous.

Blythewood Intergovernmental Agreement – Ms. Dickerson moved, seconded by Mr. Pearce, to send this item to full Council with no recommendation. The vote in favor was unanimous.

ITEMS FOR INFORMATION/DISCUSSION

Department of Public Works:

Mr. Chris Eversmann, Director of Public Works, gave a report on the following items:

- **Report on Anti-Littering and Clean Up Efforts** – A report was given on what has been done to fight litter, illegal dumping and community clean sweeps through the efforts of the Public Works Department.
- **Roads & Drainage/Stormwater Management “In House” Project Report** – The project list which consisted of 82 different projects was in the Committee agenda packets. Mr. Eversmann stated the list will be reviewed on a weekly basis.

Planning Department: Wholesale Trade in a General Commercial Zoning District

Mr. Michael Criss, Planning Director, gave a brief overview.

A discussion took place.

Mr. Pearce moved, seconded by Ms. Corley, to recommend the Planning Commission to review the permitted uses in GC zoning districts in light of concerns of the individuals who are conducting Wholesale Trade in current C-3 and make a recommendation to full Council. The vote in favor was unanimous.

EXECUTIVE SESSION ITEM

Richland County Solid Waste Collector Rate Increase

It was moved and seconded to go into Executive Session. The vote in favor was unanimous.

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Council went into Executive Session at approximately 5:50 p.m. and came out at approximately 6:04 p.m.
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Ms. Dickerson moved, seconded by Mr. Pearce, to come out of Executive Session. The vote in favor was unanimous.

Ms. Dickerson moved, seconded by Mr. Pearce, to ask the Administrator to negotiate the contract. The vote in favor was unanimous.

Page Four

ADJOURNMENT – The meeting adjourned at approximately 6:06 p.m. The vote in favor was unanimous.

Submitted by,

Damon Jeter
Chair

The minutes were transcribed by Marsheika G. Martin

Richland County Council Request of Action

Subject: Purchase of Replacement Clamshell Truck

A. Purpose

County Council is requested to approve a purchase in the amount of \$125,370.00, for a clamshell (a.k.a. – “knuckle boom”) truck assembly, consisting of a Freightliner cab/chassis assembly and a Lucky TL-10 boom with a twenty-two foot dump body. The equipment will be provided by Lodal-South, Inc., and will be for use by the Solid Waste and Recycling Division of the Department of Public Works.

B. Background / Discussion

This equipment will be replacing current unit MH001, a 1997 Ford LNT900 chassis with a Prentice 120 boom assembly. This equipment is essential to the operation of the Solid Waste and Recycling Division, where it is used to clean up large volumes of trash and garbage, and, when necessary, illegal dumps. Additionally, this unit is critical in the execution of the Community Clean Sweep program, whereby the SWR Division will work with a particular County community and dedicate these resources to week-long cleanup and beautification efforts. The current unit is at the end of its life cycle, as indicated by the American Public Works Association (APWA) guidelines, and has become expensive to maintain. The County has spent a total of \$19,630.90 on this unit in FY-04 and current YTD FY-05. Finally, the resultant down time negatively impacts the ability of the SWR Division to fulfill its mission, particularly in providing dependable service to the Community Clean Sweep program. The replacement unit will bring a significant reduction in maintenance and repair costs while increasing the efficiency and reliability of the Division.

C. Financial Impact

The financial impact to the County will be the purchase cost of \$125,370.00, available in the current budget of the Solid Waste and Recycling Division of Public Works. The budget account is 3065-5314. The financial breakdown is as follows:

Lodal South Knuckle Boom Unit	\$125,070.00
<u>Sales Tax</u>	<u>\$ 300.00</u>
Total Cost, per unit	\$125,370.00

D. Alternatives

There are two alternatives available:

1. Approve the request to purchase the Lodal South Knuckle Boom unit. This will ensure the continued efficiency and capability of the Solid Waste and Recycling Division to fulfill its operational requirements, particularly in the Community Clean Sweep program.

2. Do not approve the request to purchase the Lodal South Knuckle Boom unit. This will force the County to continue to spend additional funds to repair the older unit, with excessive downtime limiting its availability and decreasing efficiency. It may also hamper the effectiveness of the Clean Sweep program.

E. Recommendation

It is recommended that County Council approve the request for the purchase of the Lodal South Clamshell Truck for use by the Solid Waste and Recycling Division of Public Works.

Recommended by: Bill Peters, Fleet Manager **Department:** Public Works (Central Garage)

Date: 05/03/05

F. Reviews

Finance

Reviewed by (Budget Dir.): Daniel Driggers Date: 5/11/05

Recommend Council approval Recommend Council denial

Comments regarding recommendation: Funds are available in the FY 05 budget

Procurement

Reviewed by: Rodolfo A. Callwood Date: 5/11/05

Recommend Council approval Recommend Council denial

Comments regarding recommendation: Lodal South Knuckle Boom Unit was evaluated as the most responsive, responsible low bidder of the four bids received. Lodal South met all the requirements as stipulated in the bid without any exceptions as the other three bidders did.

Legal

Reviewed by: Amelia Linder Date: 5/12/05

Recommend Council approval Recommend Council denial

Comments regarding recommendation:

Administration

Reviewed by: Tony McDonald Date: 5/12/05

Recommend Council approval Recommend Council denial

Comments regarding recommendation: Recommend approval of this purchase. The equipment being purchased is a replacement unit, and funds have been included in the FY 05 budget for the equipment.

Richland County Council Request of Action

Subject: 2005 Roadway Resurfacing Project

A. Purpose

County Council is requested to approve the award of a construction contract to Sloan Construction Company, Inc. for the resurfacing of approximately nine (9) miles of paved roadway throughout Richland County.

B. Background / Discussion

The resurfacing list was established using the updated Pavement Management System. Each County maintained paved road was given an Overall Condition Index (OCI). The roads with the lowest OCI were re-visited and considered for the resurfacing list. Please refer to the attached resurfacing list and attached location maps.

The LPA Group, Inc. (LPA) completed the design and specifications for the 2005 Roadway Resurfacing Project. The project was advertised on April 3, 2005 for a period of 33 days. A pre-bid meeting was held on April 21, 2005, and bids for the project were opened on May 5, 2005.

Sloan Construction Company, Inc. has been determined to be the lowest responsible and responsive bidder. The following information includes the results of the bid opening:

Contractor	Base Bid	Additive Bid
CR Jackson Construction Company	\$2,510,783.71	\$74,799.32
Rea Contracting, LLC	\$1,429,418.85	\$51,656.25
Sloan Construction Company, Inc.	\$1,408,190.90	\$51,992.65

C. Financial Impact

The Department of Public Works (DPW) requested funding for the 2005 Roadway Resurfacing Project from the County Transportation Committee (CTC) on March 23, 2005. The CTC approved the request for \$1.4 million. In addition, DPW has identified \$60,932.00 in the Special Contract account from the Roads & Drainage Maintenance Division (3020.735.5272). Therefore, total availability of funding equals \$1,460,932.00.

D. Alternatives

There are two alternatives that exist for this project and are as follows:

1. Approve the award of contract to Sloan Construction Company, Inc. for the 2005 Roadway Resurfacing Project in the amount of \$1,460,183.55 (Base Bid plus Additive Bid).

2. Do not approve the award of contract to Sloan Construction Company, Inc. and forfeit the opportunity to resurface the roads on the attached list.

E. Recommendation

It is recommended that County Council approve the award of contract to Sloan Construction Company, Inc. for the 2005 Roadway Resurfacing Project in the amount of \$1,460,183.55 (Base Bid plus Additive Bid). A recommendation by LPA to award the contract to Sloan Construction Company, Inc. is also attached.

Recommended by: Christopher S. Eversmann, PE

Department: Public Works

Date: May 10, 2005

F. Approvals

Finance

Reviewed by (Budget Dir.): Daniel Driggers

Date: 5/11/05

✓ Recommend Council approval

Recommend Council denial

Comments regarding recommendation:

Procurement

Reviewed by: Rodolfo A. Callwood

Date: 5/11/05

✓ Recommend Council approval

Recommend Council denial

Comments regarding recommendation:

Legal

Reviewed by: Amelia Linder

Date: 5/12/05

✓ Recommend Council approval

Recommend Council denial

Comments regarding recommendation:

Administration

Reviewed by: Tony McDonald

Date: 5/12/05

✓ Recommend Council approval

Recommend Council denial

Comments regarding recommendation: Recommend the award of a contract to Sloan Construction Company for the 2005 Roadway Resurfacing Project in the amount of \$1,460,183.55

RECOMMENDATION

May 6, 2005

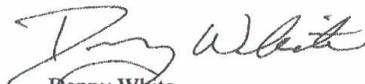
Mr. Rodolfo Callwood, CPPO, CPPB
Director
Richland County South Carolina
Office of Procurement
2020 Hampton Street, Ste. 3064
Columbia, South Carolina 29204

SUBJECT: 2005 ROADWAY RESURFACING
RICHLAND COUNTY
BID NO. RC-030-B-0405

THE LPA GROUP INCORPORATED recommends award of the referenced Project to Sloan Construction Company, Inc., in the amount of \$ 1,408,190.90 (based on Base Bid amount). Please find attached a certified tabulation of all bids submitted. Please advise THE LPA GROUP INCORPORATED as to how the OWNER wishes to proceed with this award of contract and what Additive Bids, if any, that may be awarded with this contract.

Sincerely,

THE LPA GROUP INCORPORATED


Danny White
Project Representative

Richland County
2005 Roadway Resurfacing



Richland County Resurfacing Program 2005

Road	From	To	Seg	Rating	Length	Dist
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BASE BID

Westchester Drive	Haymarket Road	Ada Court	1	51	824	2
	Ada Court	Dead End	2	51	676	2
Kathleen Court	Kathleen Drive	Cul De sac	1	50	400	2
East Canterbury Court	Hunting Path Road	South Canterbury Court	1	43	180	2
	South Canterbury Court	Cul De Sac	2	45	200	2
East Wessex Way	Hunting Path Road	Cul De Sac	1	67	560	2
Fenwood Court	Hunting Path Road	Cul De Sac	1	67	180	2
Hunting Path Road	Longtown Road East	West Wessex Way	1	78	314	2
	West Wessex Way	West Canterbury Court	2	67	417	2
	West Canterbury Court	Fenwood Court	3	67	350	2
	Fenwood Court	Foxfield Lane	4	67	752	2
South Canterbury Court	East Canterbury Court	Cul De Sac	1	43	466	2
West Canterbury Court	Hunting Path Road	Cul De Sac	1	52	305	2
West Wessex Court	Hunting Path Road	Cul De Sac	1	91	610	2
Hartwood Circle	Tawny Branch Road	Tawney Branch Road	1	51	1085	2
Tawny Branch Road	Piney Woods Road	Tawney Branch Court	1	81	195	2
	Tawney Branch Court	Hartwood Circle	2	39	316	2
	Hartwood Circle	Hartwood Circle	3	70	750	2
	Hartwood Circle	Whitwood Circle	4	81	283	2
	Whitwood Circle	Chinquapin Road	5	81	150	2
	Chinquapin Road	Whitwood Circle	6	81	150	2
	Whitwood Circle	Change in Pavement	7	81	161	2
Whitwood Circle	Tawney Branch Road	Tawney Branch Road	1	54	1185	2

Calvin Drive	Two Notch Road	Sharp Turn	1	90	454	3
	Sharp Turn	Cul De Sac	2	40	882	3

Buckskin Court	Summerhill Drive	Summerhill Drive	1	31	880	7
Summerhill Drive	Wilson Boulevard	Buckskin Court	1	60	320	7
	Buckskin Court	Buckskin Court	2	51	523	7
	Buckskin Court	New Holland Drive	3	27	311	7
	New Holland Drive	Dresdin Drive	4	66	447	7
Meadowbury Drive	Meadowbury Drive	Swandale Drive	1	39	340	7
	Swandale Drive	Cordova Drive	2	34	351	7
	Cordova Drive	Elmont Drive	3	77	393	7
	Elmont Drive	Torwood Drive	4	12	586	7
Swandale Drive	Wilson Boulevard	Torwood Drive	1	35	565	7
	Torwood Drive	Meadowbury Drive	2	26	1131	7

Ashwell Court	Great North Road	Cul De Sac	1	79	240	8
Dale Valley Road	Flora Drive	South Shields Road	1	93	315	8
	South Shields Road	Firebridge Road	2	56	320	8
Darley Court	South Shields Road	Cul De Sac	1	32	210	8
Firebridge Road	Great North Road	Dale Valley Road	1	90	668	8
	Dale Valley Road	Concrete Pavement	3	27	628	8
Great North Road	Olde Springs Road	South Shields Road	1	40	398	8
	South Shields Road	Ashwell Court	2	93	150	8
	Ashwell Court	Firebridge Road	3	93	183	8
	Firebridge Road	Concrete Pavement	4	93	164	8
South Shields Road	Great North Road	Darley Court	1	42	704	8
	Darley Court	Dale Valley Road	2	20	457	8
	Dale Valley Road	Concrete Pavement	3	32	950	8

Country Mill Road	Clemson Frontage Road	Old Brass Drive	1	60	195	9
	Old Brass Drive	Driftstone Drive	2	43	173	9
	Driftstone Drive	Old Brass Drive	3	59	349	9
	Old Brass Drive	Sutters Mill Road	4	90	296	9

Driftstone Drive	Country Mill Road	Cul De Sac	1	90	125	9
London Gray	Old Brass Drive	Old Brass Drive	1	79	492	9
Old Brass Drive	Country Mill Road	London Gray Drive	1	79	299	9
	London Gray Drive	London Gray Drive	2	79	1089	9
	London Gray Drive	Country Mill Road	3	67	295	9
	Country Mill Road	Old Iron Road	4	60	486	9
Old Iron Road	Dead End	Old Brass Drive	1	59	140	9
	Old Brass Drive	Sutters Mill Road	2	79	281	9
	Sutters Mill Road	New Pavement	3	79	145	9
Sutters Mill Road	New Pavement	Old Iron Road	1	90	322	9
	Old Iron Road	Country Mill Road	2	90	363	9
	Country Mill Road	New Pavement	3	90	203	9

Idlewilde Boulevard	Bluff Road	Old Dairy Road	1	100	772	10
	Old Dairy Road	Cul De Sac	2	20	1667	10

Baywater Drive	Padgett Road	Mayfair Drive	1	44	970	11
	Mayfair Drive	Woodbury Drive	2	71	600	11
Lambeth Drive	Mayfair Drive	Woodbury Drive	1	60	450	11
Mayfair Drive	Woodbury Drive	Lambeth Drive	1	41	428	11
	Lambeth Drive	Baywater Drive	2	42	380	11
Shoreditch Drive	Woodbury Drive	Woodbury Drive	1	94	1962	11
			2	69	11	
			3	56	11	
			4	56	11	
			5	66	11	
Woodbury Drive	Padgett Road	Shoreditch Drive	1	92	428	11
	Shoreditch Drive	Shoreditch Drive	2	81	366	11
	Shoreditch Drive	Mayfair Drive	3	81	348	11
	Mayfair Drive	Lambeth Drive	4	81	405	11
	Mlambeth Drive	Cul De Sac	5	81	527	11
Harmon Hill Court	Harmon Road	All	1	69	1630	11
Bendemeer Drive	7501 Mountainbrook Drive	Change in Pavement	1	50	208	11
Mountainbrook Drive	Leesburg Road	Pleasant Ridge Road	1	49	420	11

	Pleasant Ridge Road	Bendemeer Drive	2	50	411	11
	Bendemeer Drive	Change in Pavement	3	20	143	11
Huntington Creek	Saddlebrook Lane	Middle	1	60	1564	11
	Middle	Shetland Road	2	67	1564	
Saddlebrook Lane	Huntington Creek	Motley Road	1	51	961	11
Derby Lane	Saddlebrook Lane	Appaloosa Drive	1	18	853	11

Totals=

45389

8.60

ADDITIVE BID

Glen Brook Circle	220 Glen Brook Circle	Glen Brook Court	1	73	300.00	3
Lost Tree Drive	Laurel Ridge Drive	Cul De Sac	1	24	315.00	9

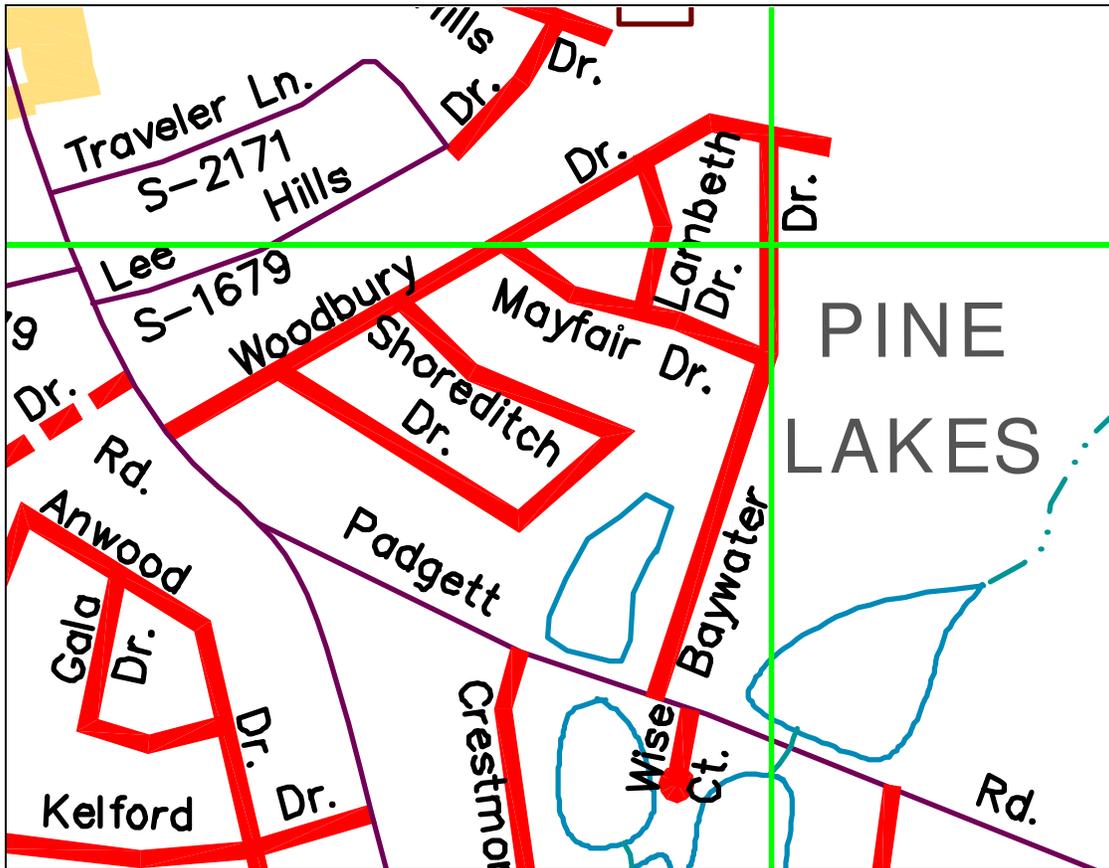
SUMMARY

District	Representative	Miles	Average OCI
District 1	Doris M. Corley	0	n/a
District 2	Joyce Dickerson	1.99	63
District 3	Damon Jeter	0.31	68
District 4	Paul Livingston	0	n/a
District 5	Kit Smith	0	n/a
District 6	L. Gregory Pearce, Jr.	0	n/a
District 7	Joseph McEachern	1.11	42
District 8	Michael Montgomery	1.02	61
District 9	Valerie Hutchinson	1.05	72
District 10	Bernice G. Scott	0.46	60
District 11	Tony Mizzell	2.77	60

RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Baywater Drive	Padgett Road	Woodbury Drive
Lambeth Drive	Mayfair Drive	Woodbury Drive
Mayfair Drive	Woodbury Drive	Baywater Drive
Shoreditch Drive	Woodbury Drive	Woodbury Drive
Woodbury Drive	Padgett Road	Cul De Sac

Map # 48E3



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Calvin Drive	Two Notch Road	Cul De Sac

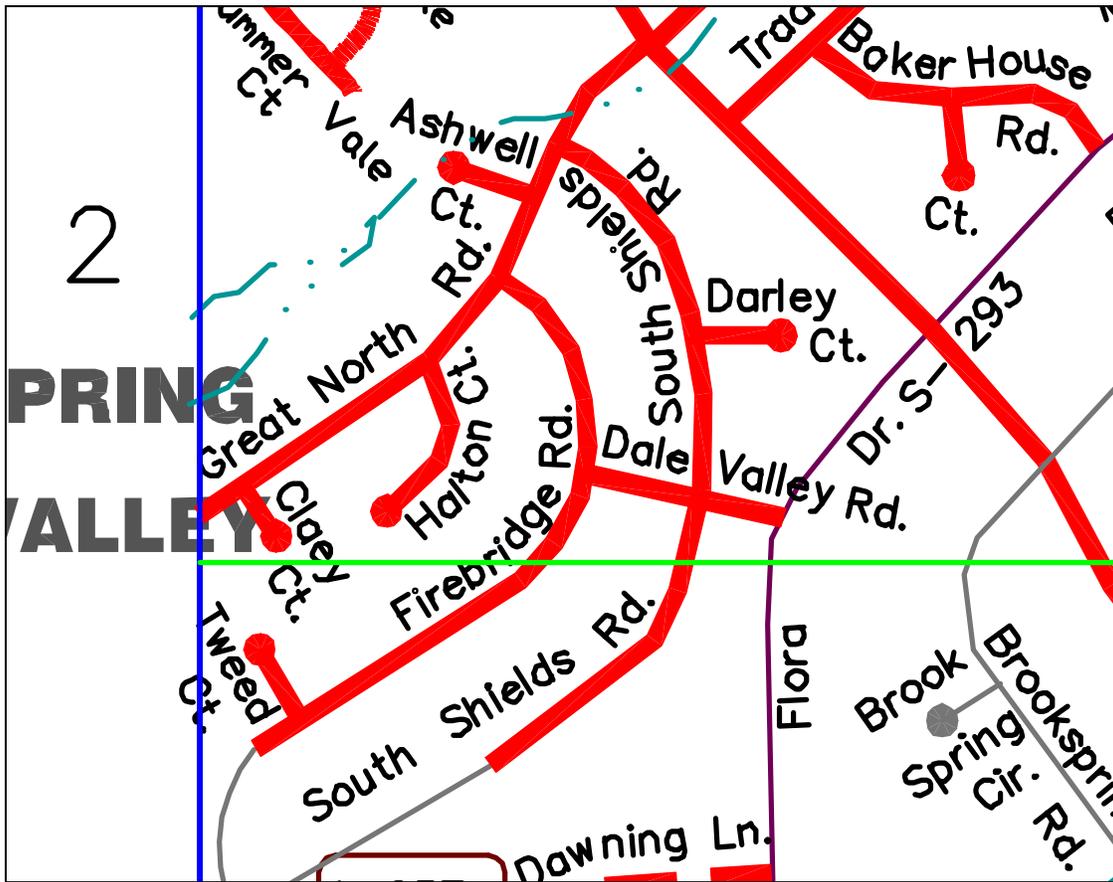
Map # 35C4



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Ashwell Court	Great North Road	Cul De Sac
Dale Valley Road	Flora Drive	Firebridge Road
Darley Court	South Shields Road	Cul De Sac
Firebridge Road	Great North Road	Dale Valley Road
Great North Road	Olde Springs Road	Firebridge Road
South Shields Road	Great North Road	Dale Valley Road

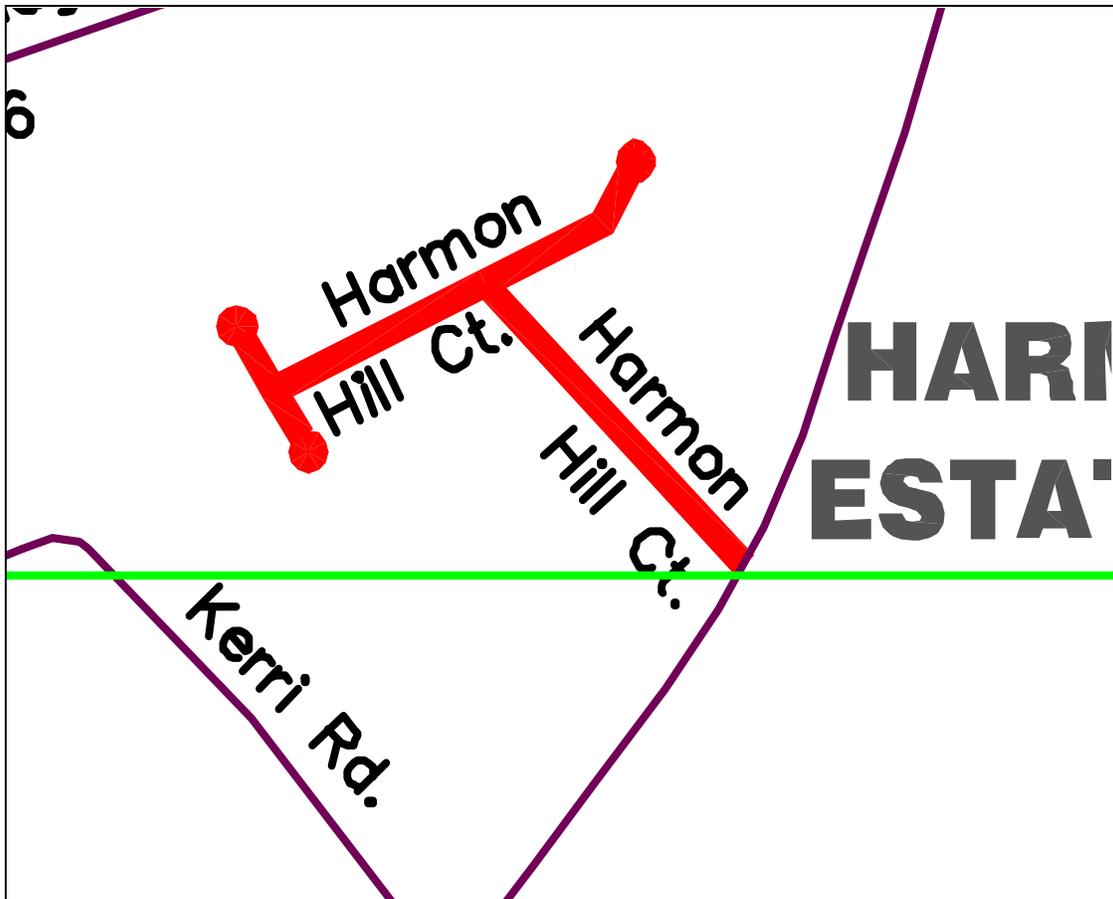
Map # 45A2



**RICHLAND COUNTY
RESURFACING PROGRAM
2005**

ROAD NAME	FROM	TO
Harmon Hill Court	Harmon Road	All

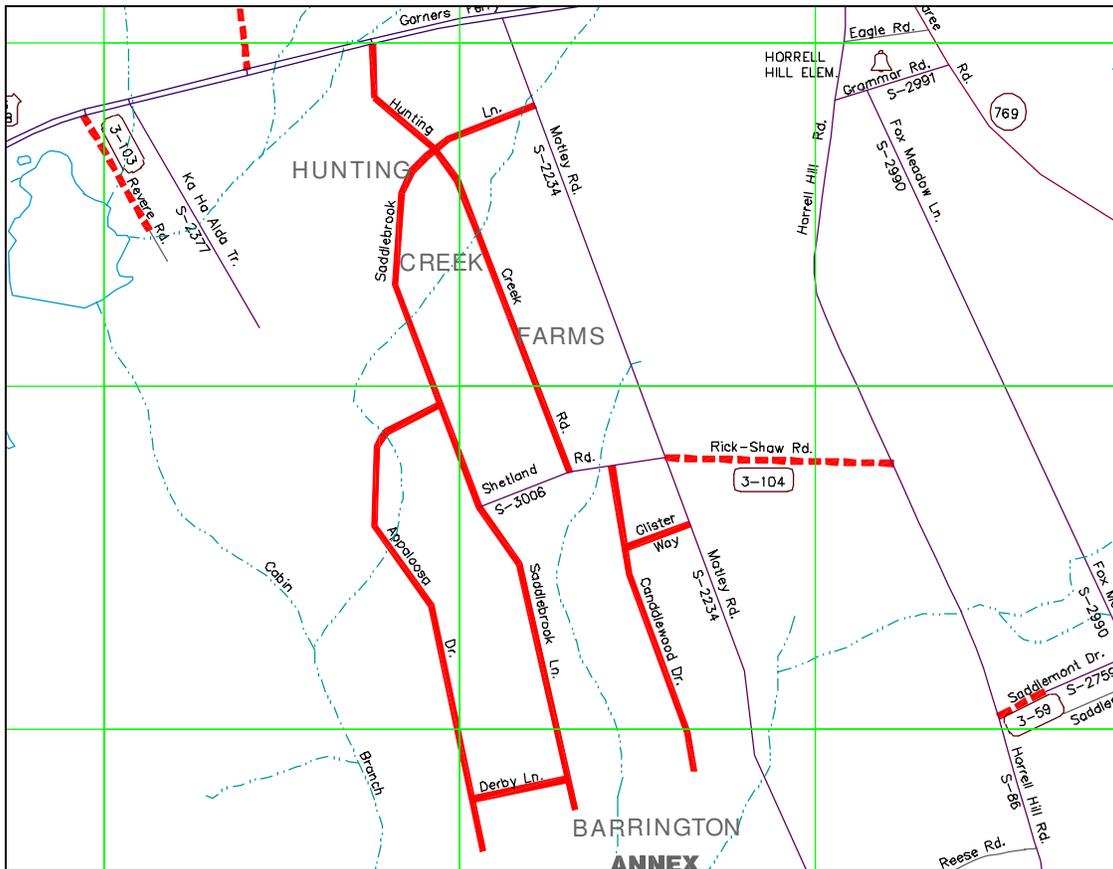
Map # 70B1



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Huntington Creek	Saddlebrook Lane	Shetland Road
Saddlebrook Lane	Huntington Creek	Motley Road
Derby Lane	Saddlebrook Lane	Appaloosa Drive

Map # 61C4



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
East Canterbury Court	Hunting Path Road	Cul De Sac
East Wessex Way	Hunting Path Road	Cul De Sac
Fenwood Court	Hunting Path Road	Cul De Sac
Hunting Path Road	Longtown Road East	Foxfield Lane
South Canterbury Court	East Canterbury Court	Cul De Sac
West Canterbury Court	Hunting Path Road	Cul De Sac
West Wessex Court	Hunting Path Road	Cul De Sac

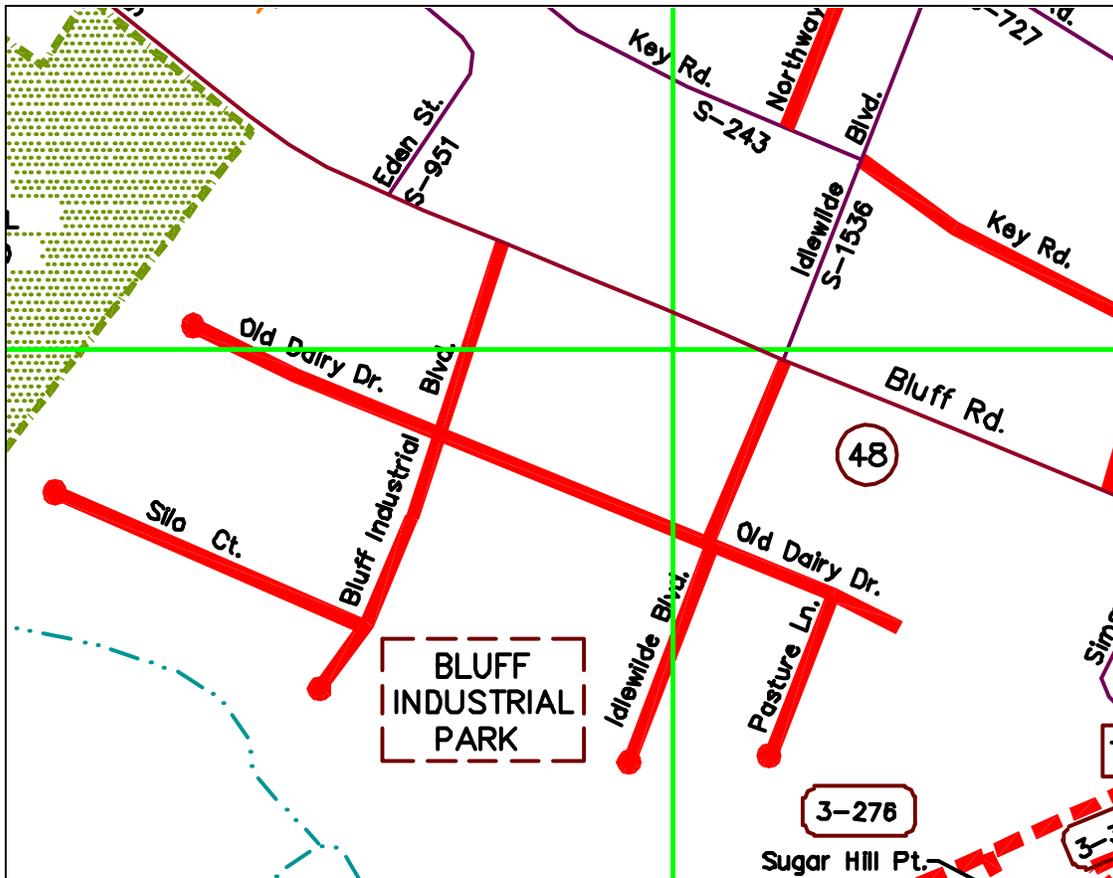
Map # 43B4



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Idlewilde Boulevard	Bluff Road	Cul De Sac

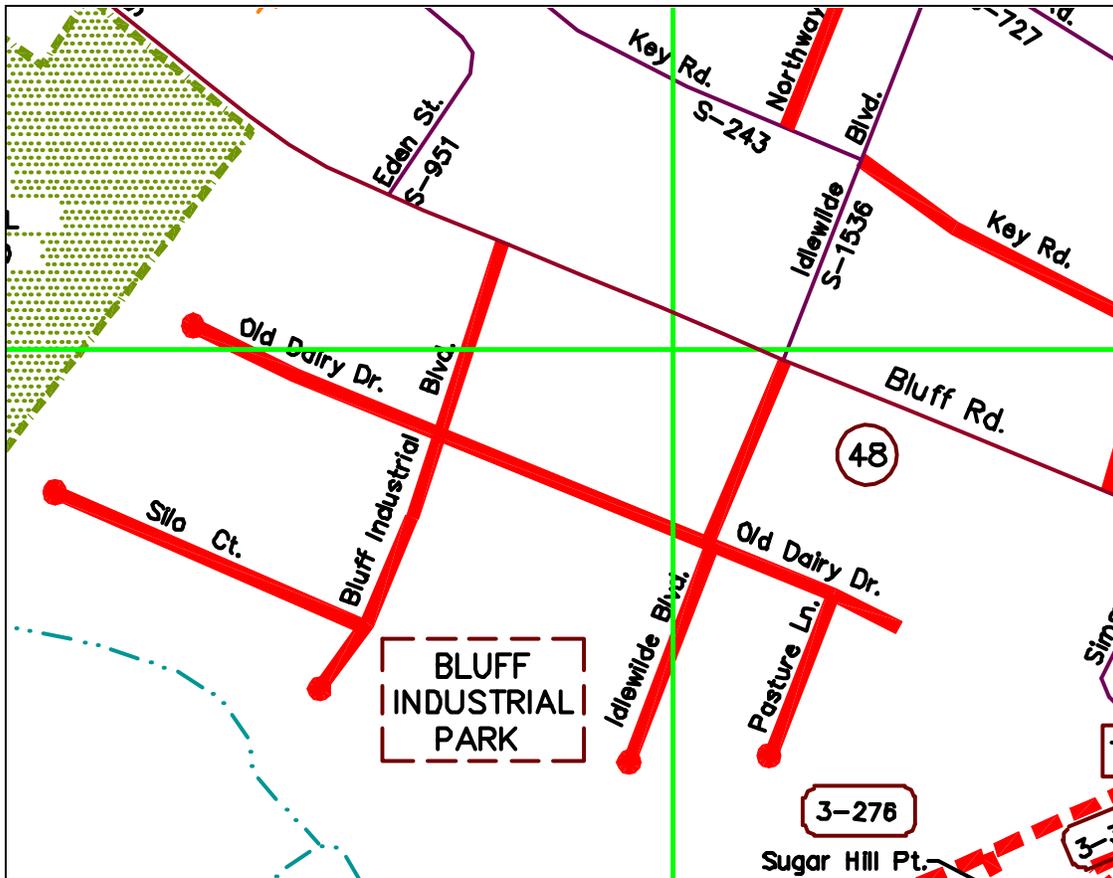
Map # 27F5



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Idlewilde Boulevard	Bluff Road	Cul De Sac

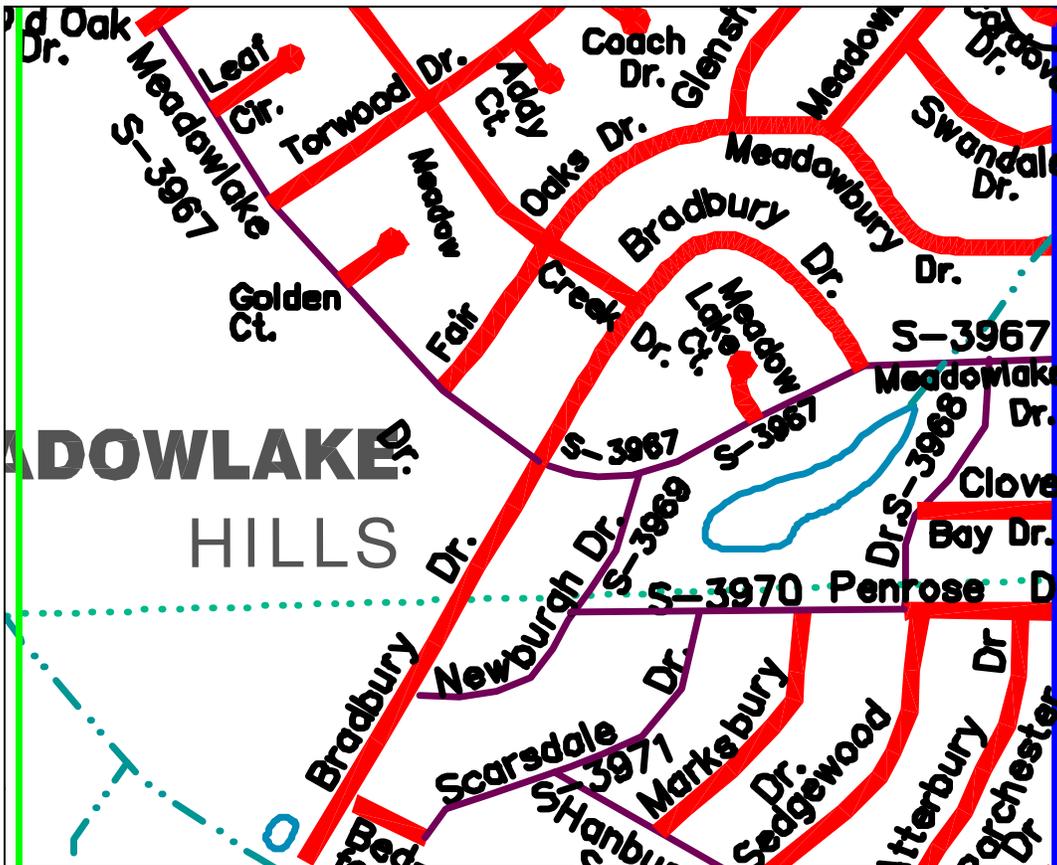
Map # 27F5



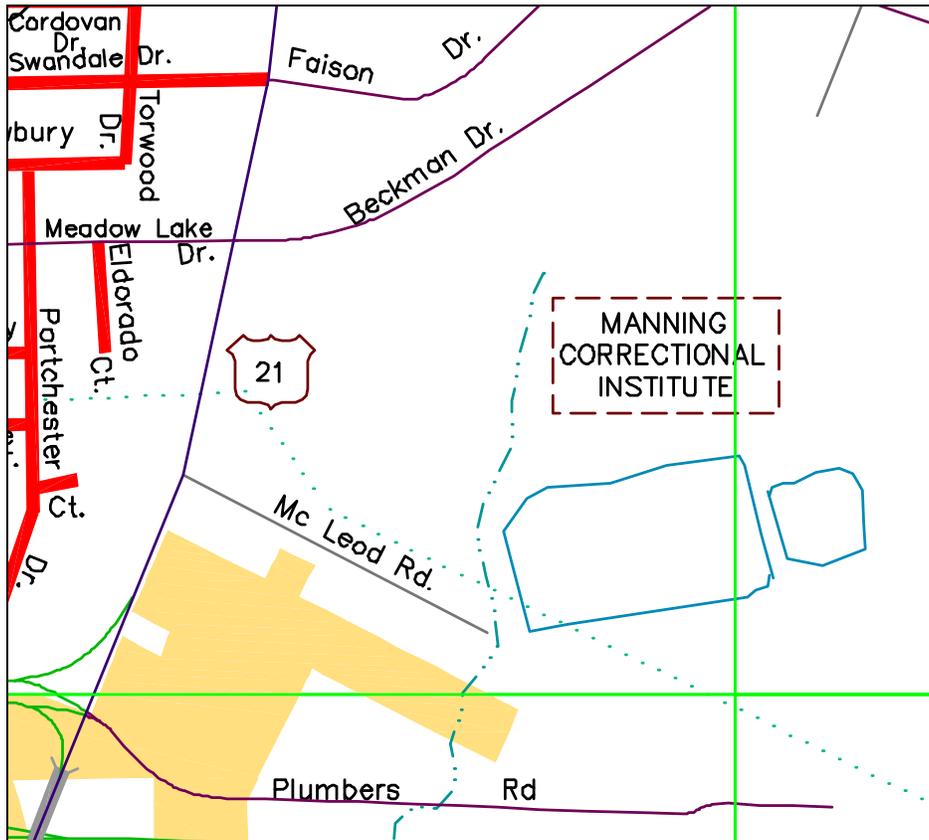
RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Meadowbury Drive	Meadowbury Drive	Torwood Drive
Swandale Drive	Wilson Boulevard	Meadowbury Drive

Map # 25F1



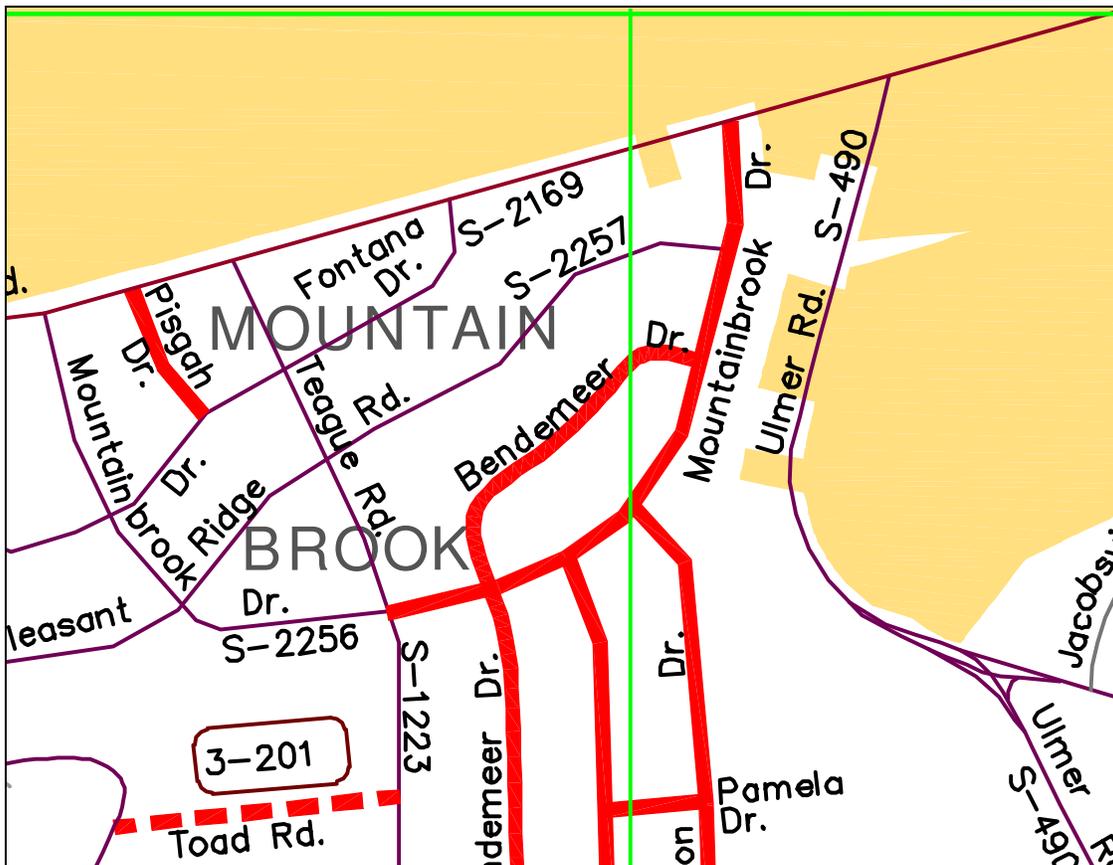
Map # 35A1



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Bendemeer Drive	7501 Mountianbrook Drive	Change in Pavement
Mountianbrook Drive	Leesburg Road	Bendemeer Drive

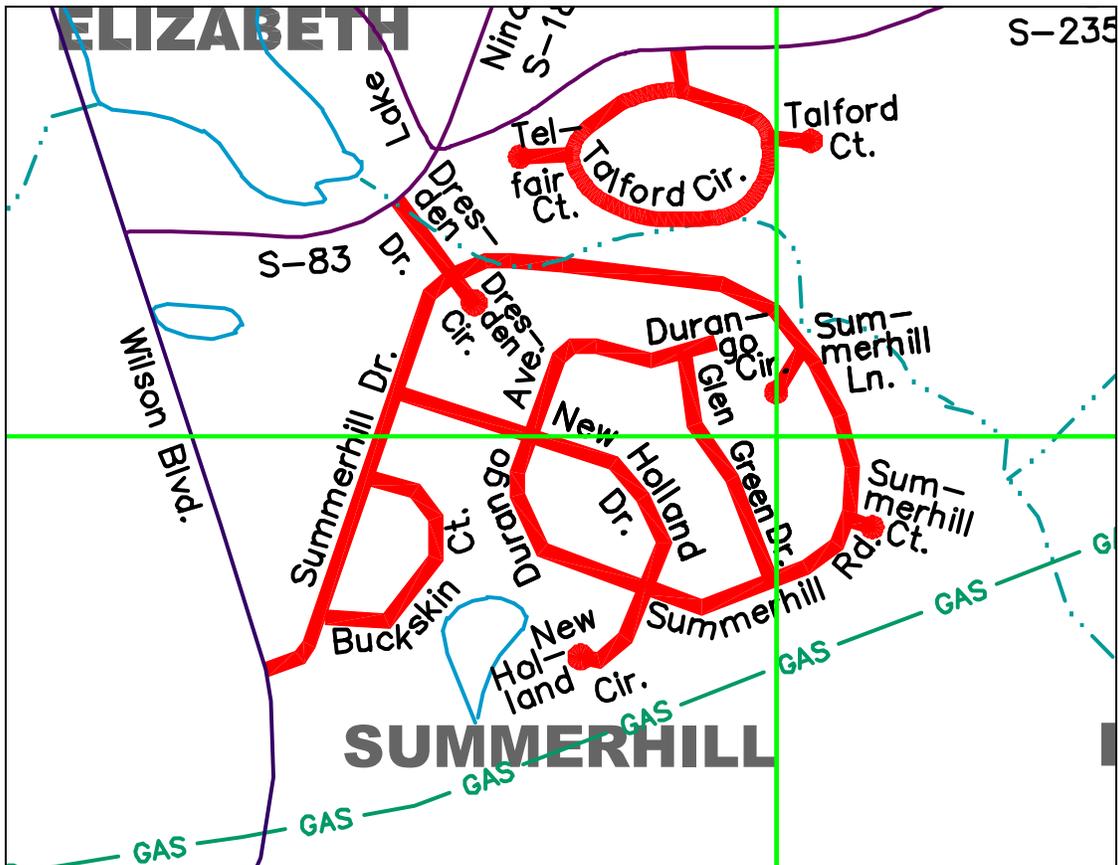
Map # 48D3



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Buckskin Court	Summerhill Drive	Summerhill Drive
Summerhill Drive	Wilson Boulevard	Dresdin Drive

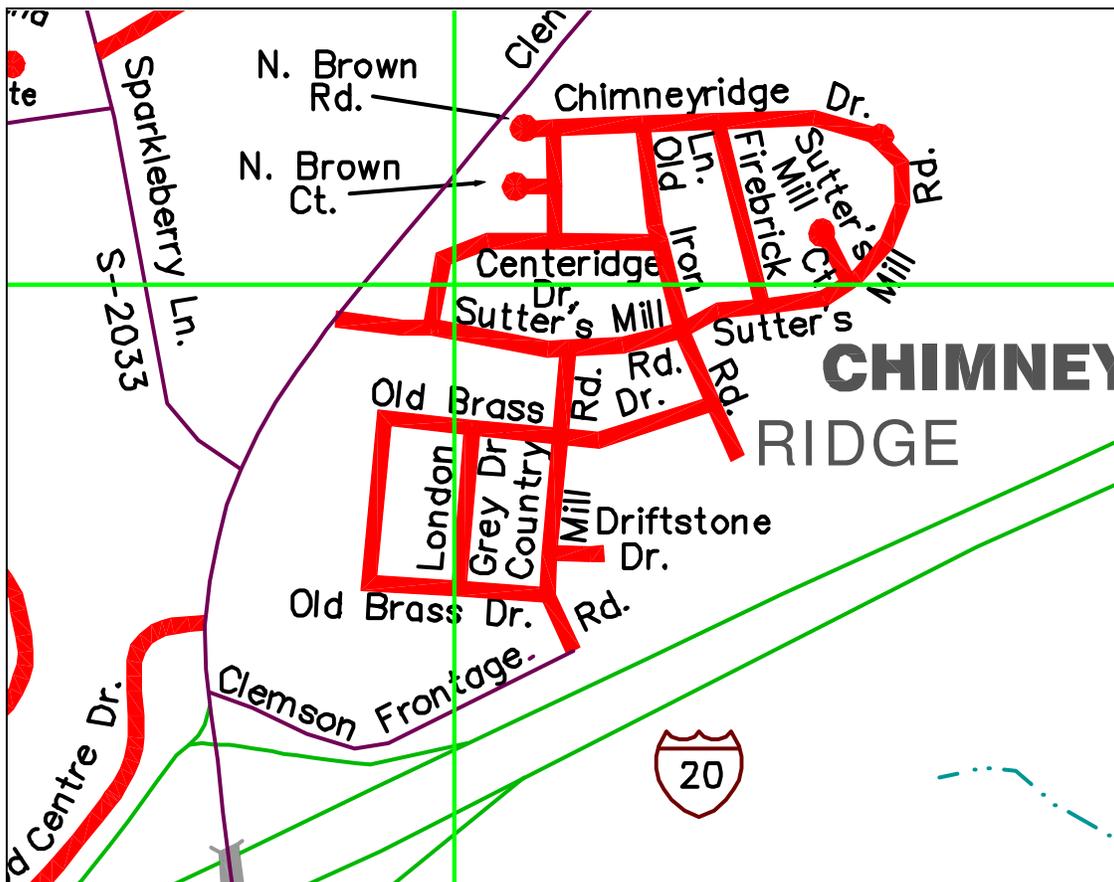
Map # 34B3



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Country Mill Road	Clemson Rd Frontage	Sutters Mill Road
Driftstone Drive	Country Mill Road	Cul De Sac
London Gray	Old Brass Drive	Old Brass Drive
Old Brass Drive	Country Mill Road	Old Iron Road
Old Iron Road	Dead End	New Pavement
Sutters Mill Road	New Pavement	New Pavement

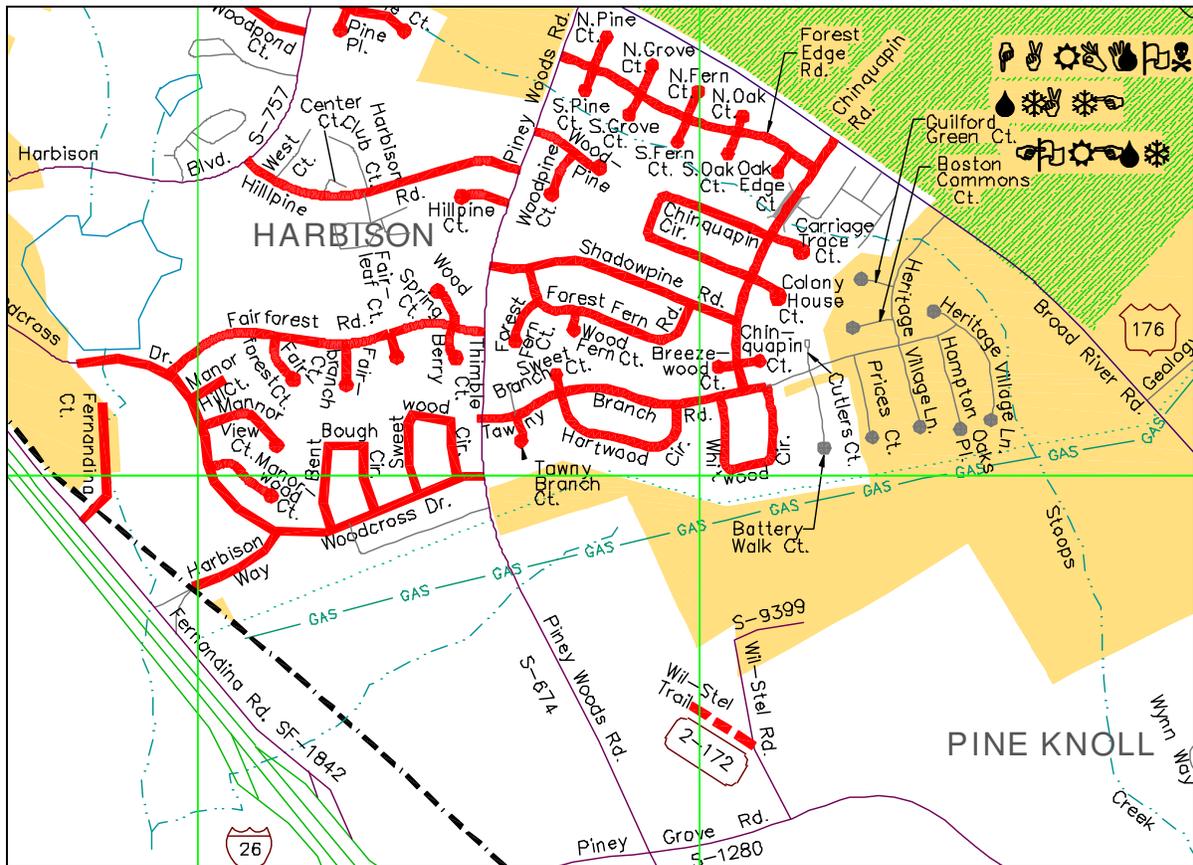
Map # 57C3



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Hartwood Circle	Tawny Branch Road	Tawny Branch Road
Tawny Branch Road	Piney Woods Road	Whitwood Circle
Whitwood Circle	Tawny Branch Road	Tawny Branch Road

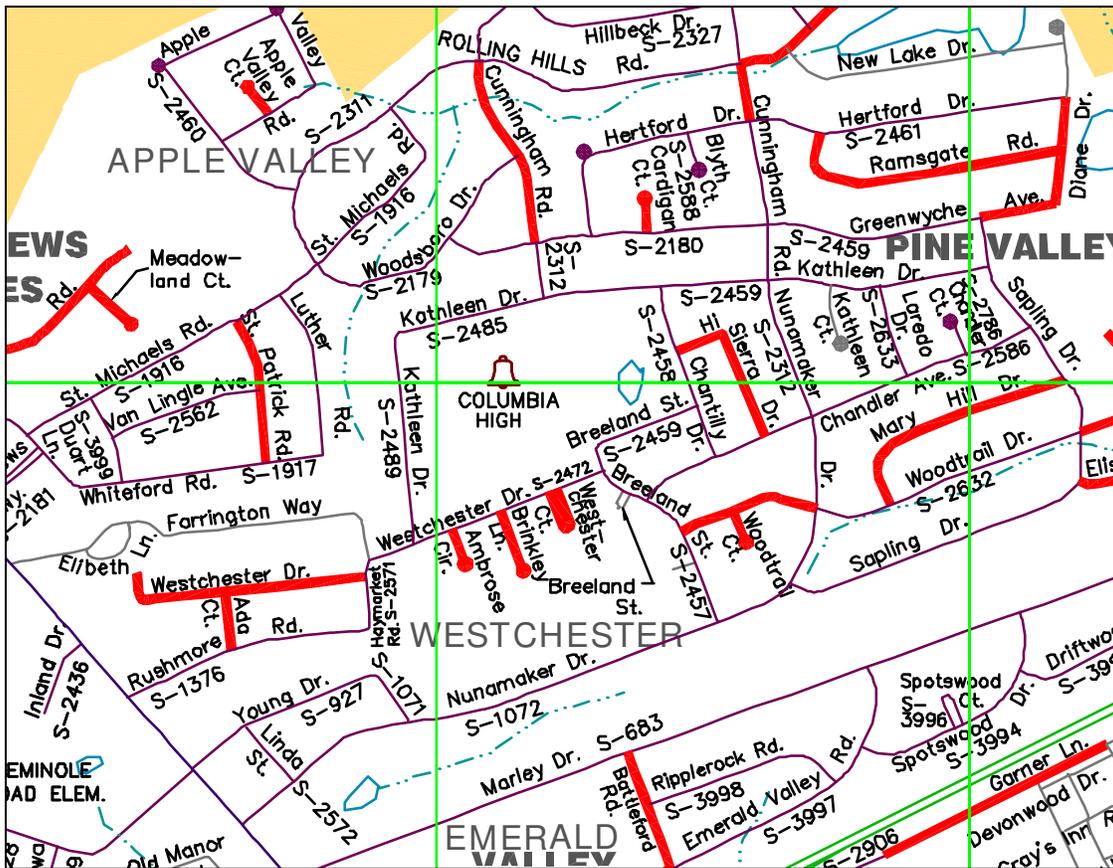
Map # 48E3



RICHLAND COUNTY RESURFACING PROGRAM 2005

ROAD NAME	FROM	TO
Westchester Drive	Haymarket Road	Dead End
Kathleen Court	Kathleen Drive	Cul De Sac

Map # 19C5



Richland County Council Request of Action

Subject: Traffic Calming Standard

A. Purpose

County Council is requested to approve the recommended Traffic Calming Standard. The standard outlines the procedure by which the installation of speed humps will be reviewed and constructed.

B. Background / Discussion

As Richland County continues to grow at a rapid rate, traffic volumes on our existing road network will continue to grow. With more and more vehicles on the road network, there is an increased percentage of high travel speeds. In an effort to provide a reasonable and continuous mean by which speed can be controlled, Richland County must look closer at traffic calming devices.

One widely accepted traffic calming device is a speed hump. Richland County recently implemented a Pilot Project, administered by the Department of Public Works (DPW), to install and monitor speed humps on two State maintained roads, Risdon Way and Crossfield Road. Three speed humps were installed on Risdon Way and five speed humps were installed on Crossfield Road, in accordance with the South Carolina Department of Transportation (SCDOT) Traffic Calming Guidelines (Dated 2002).

The Pilot Project was a success. DPW only received one formal complaint in reference to vehicle damage caused by a speed hump on Risdon Way. The speed hump was evaluated and determined to be constructed in accordance with SCDOT specifications. No other complaints were formally received.

C. Financial Impact

There are currently no funds set aside to implement the Traffic Calming Standard and fund the construction of speed humps. All costs associated with data collection and processing requests will be absorbed within current funding levels. The cost of construction of a speed hump is approximately \$2,000 to \$3,000 and will require the allocation of funds.

D. Alternatives

There are three alternatives that exist for this project and are as follows:

1. Approve the Traffic Calming Standard and commit to a yearly allocation of funding per year to administer the program.
2. Approve the Traffic Calming Standard and commit to locating a yearly allocation of funding per year to administer the program.

3. Do not approve the Traffic Calming Standard and forfeit the opportunity to administer the Traffic Calming Standard at this time.

E. Recommendation

It is recommended that County Council approve the Traffic Calming Standard and commit to a yearly allocation of funding per year to administer the program.

Recommended by: Christopher S. Eversmann, PE **Department:** Public Works
Date: May 10, 2005

F. Approvals

Finance

Reviewed by (Budget Dir.): Daniel Driggers Date: 5/11/05

Recommend Council approval Recommend Council denial

Comments regarding recommendation: Recommendation is based on no funding identified to support program. As stated in section c, "there are currently no funds set aside to implement the standard." Therefore we recommend that a funding plan, including source of funding and long-range allocation amounts, be identified prior to implementation of program.

Legal

Reviewed by: Amelia Linder Date: 5/11/05

Recommend Council approval Recommend Council denial

Comments regarding recommendation: Section 21-11 (d) of the Richland County Code of Ordinances specifically prohibits the installation of speed humps on County maintained roads. Until such time as an ordinance is enacted that would allow the installation of speed humps, it is not recommended that a Traffic Calming Strategy be adopted.

Administration

Reviewed by: Tony McDonald Date: 5/12/05

Recommend Council approval Recommend Council denial

Comments regarding recommendation: Recommend approval of speed humps as a traffic calming measure to be employed by the County in the future. Further recommend, however, that other traffic calming measures be explored by the Public Works Department for their applicability in the County.

I concur with the comments from the Budget Director that a funding strategy should be developed, as well as with the comments from the Legal Department that the appropriate ordinances should be amended to allow for the installation of speed humps.



DEPARTMENT OF PUBLIC works
BEST MANAGEMENT PRACTICE STANDARD

STANDARD #31.27(O)

TITLE:	Traffic Calming Standard	NUMBER OF PAGES:	7
EFFECTIVE DATE:	Pending	LEAD AGENCY:	Engineering Division
PREPARED BY:	Chris Lewis Truluck, PE Assistant County Engineer	AUTHORIZED BY:	Christopher S. Eversmann, PE Public Works Director
REFERENCE S:	SCDOT Traffic Calming Guidelines, 2002 Revisions	REVIEW DATE:	Effective Date plus (5) years

I. Purpose

To establish criteria and considerations that will allow Richland County to install speed humps as traffic calming devices on County and State maintained streets in order to mitigate or reduce the negative impact of speeding through residential areas.

II. Definitions

Arterial Highways - Roads that carry longer-distance traffic between important activity and populations centers.

Functional Classification - Refers to the different types or classes of highways that comprise a complete road system.

Impacted Area - Area that is generally a neighborhood area, but can be the same as a petition area, as determined by the Richland County Department of Public Works (DPW) for County maintained streets and in cooperation with the South Carolina Department of Transportation (SCDOT) for State maintained streets.

Local Residential - A street in a residential area used primarily for access to abutting properties and to feed traffic to collector streets.

Mean Speed - The arithmetic average of individual vehicle speeds passing a point on a roadway or lane in miles per hour (mph).

Minor Collector - Roads that link the local system with arterial highways.

Petition Area - Area bounded by surrounding collector or arterial roads, as determined by DPW for County maintained streets and in cooperation with the SCDOT for State maintained streets.

Speed Hump - A raised area of pavement intended to reduce traffic speeds to at or below the posted speed limit.

III. Background

As Richland County continues to grow at a rapid rate, traffic volumes on our existing road network will continue to grow. With more and more vehicles on the road network, there is an increased percentage of high travel speeds. In an effort to provide a reasonable and continuous mean by which speed can be controlled, Richland County must look closer at traffic calming devices such as speed humps.

IV. Considerations

Richland County has an established standard by which speed humps can be installed to address speeding concerns on local streets. Speed humps have many advantages as well as disadvantages as described below:

ADVANTAGES

Significant reduction of speeds at or near the speed humps.

Speed humps provide a consistent and continuing attempt to control high travel speeds year round thus reducing citizen complaints.

May discourage cut-through traffic thus reassigning traffic volumes to appropriate streets (collectors and arterials).

Speed humps provide the potential to reduce accident rates and increase safety.

Speed humps provide the potential to reduce noise due to the reduction in traffic volumes.

DISADVANTAGES

Speed humps are a gentle design and may not reduce speed as much as resident's desire.

Speed humps will increase response for emergency service vehicles into the area.

Traffic diversion may cause increased volumes on other streets within the neighborhood or area.

Vehicles may swerve off road into gutter or shoulder to avoid hump with some tires.

Noise levels increase at the speed hump location due to deceleration/acceleration and the noise level due to vehicle shifting cargo.

Less public controversy than other traffic control concepts.

Initial construction and continuing maintenance costs associated with speed humps.

Since there are some disadvantages associated with speed humps, Richland County needs to insure that a viable standard exists for the installation of speed humps so that the public is well-served and not misinformed.

This standard requires and is currently pending Richland County Council approval and adoption.

V. Policy

A. General

Speed humps can be an effective traffic calming measure to safely reduce vehicle speeds on streets when installed in accordance with the provisions outlined in this standard. For speed humps to be effective, they must be located specifically in accordance with well defined traffic engineering criteria for the sole purpose of mitigating documented speeding situations.

The Traffic Calming Standard identifies criteria used to determine the viability of speed hump installations. Also outlined in this standard is the mandatory neighborhood support needed for approving installations and cost responsibilities associated with the installation of the speed humps.

The Department of Public Works (DPW) will be responsible for the implementation of the Traffic Calming Standard for all public streets, to include all County and State maintained streets, within Richland County, excluding areas within the City of Columbia.

In addition, any municipalities within Richland County that currently have an Intergovernmental Agreement with Richland County will be responsible for sharing equally, legal liability for the installation of speed humps on all State maintained streets.

B. Criteria for Speed Hump Installation

Speed humps shall be considered for installation only when a location meets all of the criteria. The criteria are as follows:

1. The speed humps shall be located on a paved street with a Functional Classification designation of a “local residential” or “minor collector”;
2. The street shall not have more than one moving lane in each direction and shall be at least 1000 feet in length;

3. Traffic volumes on the street shall be more than 500 vehicles per day but less than 4000 vehicles per day;
4. The street must have a speed limit of 30 miles per hour (mph) or less.
5. The street shall have a minimum of 40% cut through traffic (State maintained streets only);
6. The mean speed on the street shall be at least 5 miles per hour (mph) over the posted speed limit;
7. The street shall not be a route that is heavily used due to the close proximity of emergency vehicle facilities;
8. Primary accesses to commercial or industrial sites are not eligible.
9. Any street selected for the installation of speed humps shall not be resurfaced within 5 years of the installation of the speed humps.

VI. Procedures

A. Request for Speed Humps

The procedure to request the installation of speed humps in Richland County shall be as follows:

1. The installation of speed humps shall be considered only upon written request of a resident living on the subject street where the speed humps are requested or a written request from the President of an organized Home Owner's Association (HOA). All requests shall be sent to the following:

Richland County
Department of Public Works (DPW)
400 Powell Road
Columbia, South Carolina, 29203
Director of Public Works
2. The written formal request shall assign a Point of Contact (POC) to represent the HOA or subject street. The POC must be willing to serve as a contact person with whom DPW can work with throughout the speed hump request process. Other duties for the POC are described below.
3. The written formal request shall also include the Payment Method selected by the requesting neighborhood/community or HOA. The Payment Methods are described in the below Section C. Speed Hump Costs.

4. Upon receiving the request, DPW will perform a review of the subject street to ensure that the street meets all criteria referenced in the Traffic Calming Standard. DPW will perform all necessary vehicle counts and speed evaluations.
5. If the street is County maintained, DPW will determine the eligibility of the street. A written formal response will be sent to the POC. The response will report the findings of the review and if the subject street meets all of the criteria for speed hump installation.
6. If the street is maintained by the State, DPW will forward all data collected to the District Traffic Engineer for South Carolina Department of Transportation (SCDOT) Engineering District 1. The District Traffic Engineer will determine the eligibility of all streets maintained by the State and report its decision to DPW. DPW will in turn send the POC a written formal response with the findings and the State's decision.
7. Subject streets that are not eligible for speed hump installation may re-request the speed hump installation after a two-year waiting period.

B. Neighborhood Support Documentation

Once a request has passed the criteria for speed hump installation, the support of the neighborhood and the impacted areas must be documented as described below:

1. If a street is determined eligible for consideration, a petition area will be defined by DPW for County maintained streets and in conjunction with the SCDOT for State maintained streets.
2. After a petition area is determined, DPW will meet with the designated POC for the request to discuss the petition area and the POC's responsibilities. In addition, DPW will supply the POC with petition forms to complete. Information obtained for the form will include.
3. The POC will be responsible for obtaining a minimum of 75% of the total occupied households or businesses within the designated petition area. The POC will have 3 months (a deadline will be given at the meeting) to complete the petition process and submit the documentation to DPW.
4. If the minimum 75% concurrence within the petition area is not met, the request for speed humps will be denied. In addition, if the petition process is not complete within the 3 month time frame, the request for speed humps will be denied. A written formal response will be sent to the POC indicating that the request is denied and the appropriate reason.

5. If the minimum 75% concurrence within the petition area is met and submitted within the 3 month time frame, the request will be approved and the location of the speed humps will be determined.

C. Speed Hump Costs

1. Payment Method 1

If all criteria are satisfied and all neighborhood support documented as described above, the Home Owner's Association (HOA) will be responsible for payment of all costs associated with the installation of the speed humps. If a HOA is not established in a neighborhood, then the residents of the subject street will be responsible for payment of all costs associated with the installation of the speed humps. Payment will include costs of material, construction, signing, and striping. However, due to availability of staff and funding, the following restrictions apply:

- a. No more than 5 requests will be accepted and processed each calendar year for the installation of speed humps paid by others.
- b. After 5 requests are processed; the remainder will be placed on a waiting list for processing in the next calendar year. Requests will be processed on a first come, first serve basis based on the date of the written formal request received by DPW.

2. Payment Method 2

If all criteria are satisfied and the neighborhood support documented as described above, the DPW will be responsible for payment of all costs associated with the installation of speed humps. Payment will include costs of material, construction, signing, and striping. However, due to availability of staff and funding, the following restrictions apply:

- a. No more than 5 requests will be accepted and processed each calendar year for the installation of speed humps paid by DPW.
- b. After 5 requests are processed; the remainder will be placed on a waiting list for processing in the next calendar year. Requests will be processed on a first come, first serve basis based on the date of the written formal request.

D. Location of Speed Humps

DPW staff, under the direct supervision of the County Engineer, will determine the final location of all speed humps in accordance with these standards, in accordance with safe engineering principles and based on, but not limited to, the following guidelines:

1. The speed humps shall not be located within 200 feet of a stop sign or a traffic signal on the selected street;
2. The speed hump shall not be located within a horizontal curve with a 300 foot radius or less;
3. The speed hump shall be installed in a vertical curve with inadequate stopping sight distance and with a grade of 8% or less;
4. Drainage on the street shall not be compromised due to the installation of the speed hump;
5. Final locations of all speed humps located on State maintained roads will be determined by the SCDOT, in conjunction with DPW.

E. Scheduling and Construction

DPW will process a maximum of 10 requests for speed humps per calendar year. The cut off to receive a request to be considered is September 30th of each year. Any request received after September 30th will be processed in the next calendar year.

Construction of the approved speed humps will occur in the next calendar year. For example, after 10 requests are processed in calendar year 2006, the construction of the approved speed humps resulting from the requests will be constructed in Calendar year 2007. The following is a general outline of the time frame for the approval and installation of speed humps:

September 30 th	Deadline for all requests for that particular calendar year
December 31 st	Deadline for staff and SCDOT review period (3 month time frame)
February 28 th	Deadline for petition submission (2 month time frame)
March	Include approved speed humps in Engineer's contract for resurfacing
April	Advertise construction of speed humps with yearly resurfacing project
May	Open Bids and send results to Development & Services Committee
June	Council approval of award of contract and meeting minutes
July	Award contract and issue Notice to Proceed (NTP)

In addition, all speed humps will be constructed in accordance with SCDOT Construction Details for a Flat-Topped Speed Hump and for a Parabolic Speed Hump. Please refer to attached construction details.

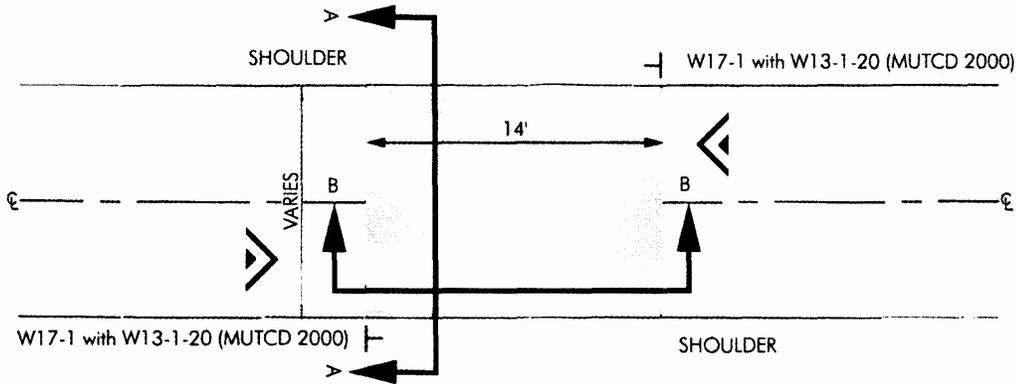
F. Speed Hump Removal

In order to have speed humps removed, the following criteria must be applied:

1. The speed humps considered for removal must be in place for a minimum of two years.
2. If one speed hump is requested to be removed on a street with multiple speed humps, the DPW will review all locations to determine if additional speed humps must be included in the removal process. The removal of one speed hump in a series may have an adverse impact on traffic speeds on that street.
3. In order for speed humps to be removed, a formal written request must be sent to the Director of Public Works. A POC must be assigned in this request.
4. A petition must be obtained from the original designated petition area. The POC will be given this information by DPW.
5. The POC will be responsible for obtaining a minimum of 75% of the total occupied households or businesses within the designated petition area.
6. If a request fails to meet the 75% minimum, the request to remove the speed hump will be denied.
7. If a request meets the 75% minimum, the requested and/or designated speed hump(s) will be removed by DPW at the expense of the requesting neighborhood/community, HOA or by the residents along the subject street. Costs associated with the removal of speed humps will not be incurred by Richland County.
8. DPW will receive a cost from a contractor currently under contract or solicit three quotes to remove the speed humps. This cost will be submitted to the POC. Once a check is received from the POC to Richland County, the work to remove the speed humps will start.



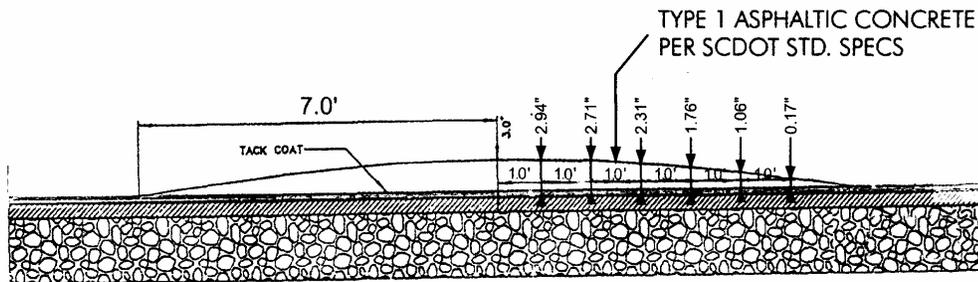
Construction Detail



* USE 12" TAPER WITH CURB & GUTTER, NOT ENCRoACHING INTO GUTTER AREA



SECTION A-A



PARABOLIC CROWN SECTION B-B

- Notes:
1. Materials must be approved by Resident Maintenance Engineer.
 2. Decorative asphalt paving may be used if in accordance with SCDOT standards.

PARABOLIC SPEED HUMP

For use on roadways with ADTs ≤ 2000

- 16 A -



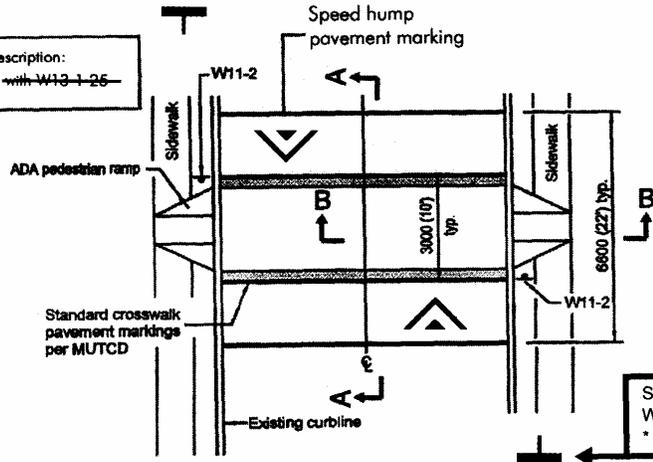
Not to Scale

Construction Detail

Sign in advance:
W 17-1 w/ W 13-1-
* Appropriate advisory speed

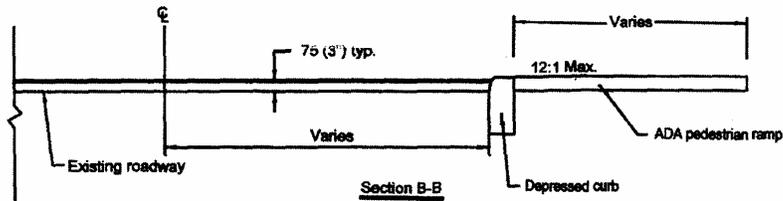
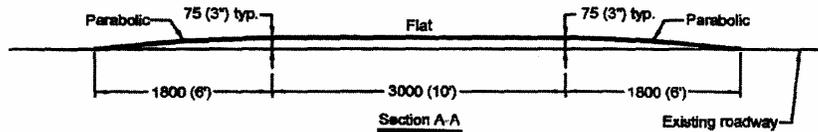
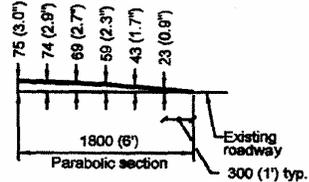


Sign Description:
W11-2 with W13-1-25



Sign in advance:
W 17-1 w/ W 13-1-
* Appropriate advisory speed

- Note:
1. Materials must be approved by Resident Maintenance Engineer.
 2. Decorative asphalt paving may be used if in accordance with SCDOT standards.
 3. Provide drainage inlets or piping as necessary.



TYPICAL RAISED CROSSWALK

Not to Scale



- 19 A -