

RICHLAND COUNTY

DEVELOPMENT & SERVICES

COMMITTEE AGENDA



Tuesday, JUNE 26, 2018

5:00 PM

The Honorable Greg Pearce, Chair

County Council District 6

The Honorable Seth Rose

County Council District 5

The Honorable Gwen Kennedy

County Council District 7

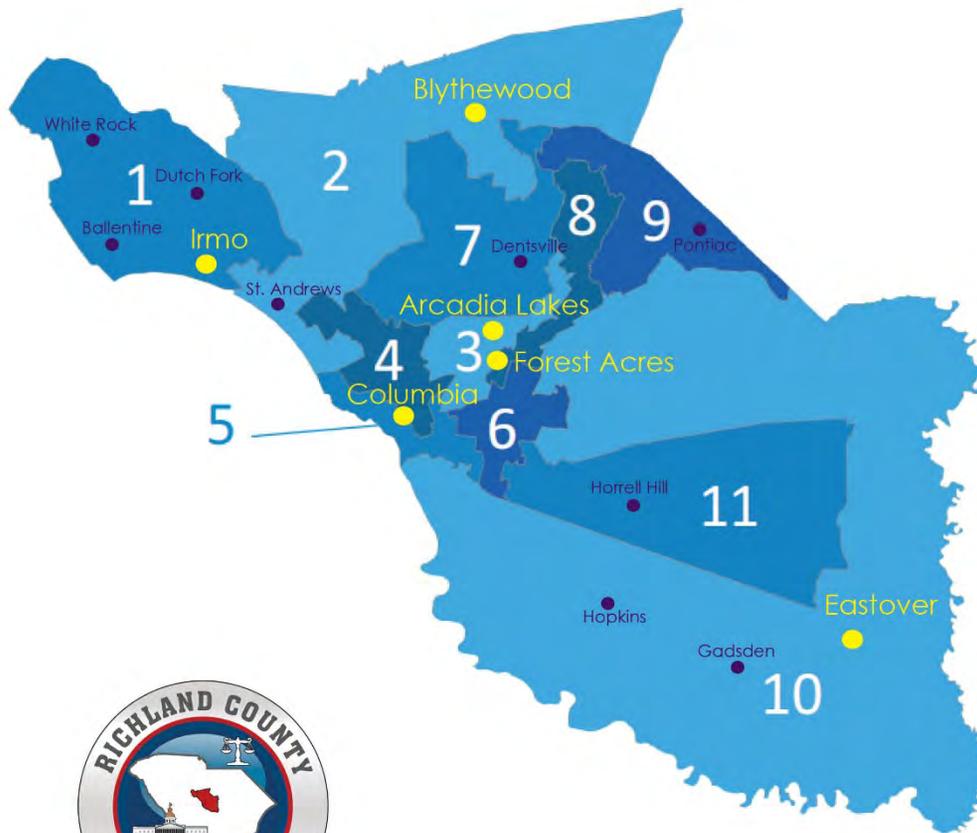
The Honorable Jim Manning

County Council District 8

The Honorable Chip Jackson

County Council District 9

RICHLAND COUNTY COUNCIL 2017-2018



VICE CHAIR
Bill Malinowski
District 1



CHAIR
Joyce Dickerson
District 2



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District 3



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District 8



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District 9



Dalhi Myers
District 10



Norman Jackson
District 11



Richland County Development & Services Committee

June 26, 2018 - 5:00 PM

2020 Hampton Street, Columbia, SC 29201

1. **CALL TO ORDER** The Honorable Greg Pearce

2. **APPROVAL OF MINUTES** The Honorable Greg Pearce
 - a. May 22, 2018 [PAGES 7-14]

3. **ADOPTION OF AGENDA** The Honorable Greg Pearce

4. **ITEMS FOR ACTION**
 - a. An Ordinance Amending Chapter 17, Motor Vehicles In Traffic; Article Ii, General Traffic And Parking Regulations; Section 17-9, Through Truck Traffic Prohibited; So As To Include Hobart Rd. [PAGES 15-28]

 - b. Review Section II(i)(2)(4) of County Ordinance 043-14HR, "If twenty-five (25%) percent or more of all such property owners decline said road paving, then the subject road shall not be paved". This seems to go against the way most items are done in our country, by majority, so why shouldn't a majority also decide if a road should be paved or not? [PAGES 29-33] The Honorable Bill Malinowski

 - c. Implementation of the proposed Bulk Item Collection Procedure [PAGES 34-36]

 - d. Property donation offer, TMS# R17400-03-23 [PAGES 37-42]

 - e. Richland County Storm Drainage Easements within City of Columbia Limits [PAGES 43-54]

 - f. Proposed District 9 Neighborhood Master Plan – "Pontiac" [PAGES 55-84]

g. Using Public Funds on Private Roads: Hardship Options [PAGES 85-126]

5. ADJOURNMENT



Special Accommodations and Interpreter Services Citizens may be present during any of the County's meetings. If requested, the agenda and backup materials will be made available in alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), as amended and the federal rules and regulations adopted in implementation thereof. Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the Clerk of Council's office either in person at 2020 Hampton Street, Columbia, SC, by telephone at (803) 576-2061, or TDD at 803-576-2045 no later than 24 hours prior to the scheduled meeting.



Richland County Council

DEVELOPMENT AND SERVICES COMMITTEE

May 22, 2018 – 5:00 PM

Council Chambers

2020 Hampton Street, Columbia, SC 29204

COMMITTEE MEMBERS PRESENT: Greg Pearce, Chair; Chip Jackson, and Jim Manning

OTHERS PRESENT: Brandon Madden, Michelle Onley, Kim Williams-Roberts, Trenia Bowers, Tim Nielsen, Ismail Ozbek, Sandra Yudice, Stacey Hamm, Steven Gaither, Jamelle Ellis and Larry Smith

1. **CALL TO ORDER** – Mr. Pearce called the meeting to order at approximately 5:00 PM.
2. **APPROVAL OF MINUTES**
 - a. April 24, 2018 – Mr. Manning moved, seconded by Mr. C. Jackson, to approve the minutes as distributed.

In Favor: C. Jackson, Pearce, and Manning

The vote in favor was unanimous.

3. **ADOPTION OF AGENDA** – Mr. Manning moved, seconded by Mr. C. Jackson, to adopt the agenda as published.

Mr. Malinowski stated that Item 4(c) is also on the A&F Agenda.

Mr. Madden stated it is appropriately on the D&S Agenda, but was included in the A&F Agenda for information to ensure the members, not on D&S, would have a chance to review the information.

In Favor: C. Jackson, Pearce, and Manning

The vote in favor was unanimous.

4. **ITEMS FOR ACTION**
 - a. Council Motion: Move forward with the feasibility of placing a hospital/emergency care facility in the Lower Richland Community. NOTE: It is mentioned in the Renaissance Plan but no solid documentation has been presented. This motion will start the process of working with the healthcare community of developing a plan and placing a facility in the Lower Richland community [N. JACKSON] – Mr. Pearce stated he contacted Mr. Vince Ford with Palmetto Health who gave him an update on work that has been underway for quite some time. According to Mr. Ford, they are completing an assessment of the Lower Richland community within the next 30 days and will be

making a recommendation to management as to what type of facility will best serve the needs of the community. However, Mr. Ford stated the next step, prior to completion of the assessment, will be for him to meet with the Acting Administrator to confirm certain information that was provided to him in previous discussions with Mr. Seals. Mr. Ford has been operating under the guidance that the County was planning to provide \$8 million toward the construction of this facility, and then provide \$1.3 million annual operating for the facility. He told Mr. Ford that may be case, but Council had not taken that up and had no information about that. Mr. Ford also mentioned a location behind the Food Lion. He stated, it was Council's understanding, the project was going on Air Base Road. Mr. Ford stated it would not work on Air Base Road. After the meeting between Mr. Ford and Dr. Yudice to confirm what the County's participation is going to be, Palmetto Health will make their recommendation on what they think the needs are. His suggestion would be to defer and/or table this item until such time as those discussions take place.

Mr. N. Jackson stated the reason he made the motion was because the Renaissance Plan was more of a vision. He did not want the citizens of Lower Richland to hear about a hospital and there is no mechanism or study going on. The motion was to make sure the citizens knew there was something in the works. His understanding the \$8 million was that it was for multiple things, but not the hospital because that was coming later. He also did not know about the annual funding.

Mr. Manning moved, seconded by Mr. Pearce, to move this item to the Renaissance Ad Hoc Committee.

Mr. C. Jackson stated one of the things he was trying to do, in a previous motion he is assuming will be going to the Renaissance Ad Hoc Committee, was to look at each one of the recommended under the Renaissance effort, and to have Council make a decision on them. For example, work that is underway, work that is in progress, and buildings that were purchased at Columbia Place Mall. Yesterday, he attended the Neighborhood Improvement Council's unveiling of a Broad River Road Corridor sign, another element of the Renaissance Plan. He feels very strongly that he does not want to start piece mealizing this effort. We vote against moving forward with the Renaissance Plan, but at the same time we are possibly sending other pieces of requests to the ad hoc committee. He wants us to look at, and find out, all of the pieces and parts of the Renaissance Plan that are underway. For example, with the Lower Richland hospital, we look at the magistrate office, library and aqua center and decide on all of these so we do not keep coming back every time there is another item. He agrees with Mr. N. Jackson, but there are still, at least, 4 other items in that plan that are in the community. He would hate for us to start having meetings, voting and moving each one of them individually in that area. And, then move to Northeast Columbia and do the same thing. By default, we end up backdooring the efforts of the Renaissance Plan.

Mr. N. Jackson stated we have land we have set aside for certain uses and he would not like to waste taxpayers' money in buying more land when we have land for it. We have a Sports Complex on Garners Ferry Road we spent \$1.4 - \$1.6 million on 40 acres and that was not even considered. Certain things were missing and he wanted to make sure we do not have to spend extra money for land or put something where a feasibility study was not done.

Mr. Pearce inquired if Mr. C. Jackson was speaking for this motion.

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Mr. C. Jackson stated he was in terms of sending it to the ad hoc committee. He does not want it to die and get lost in the ad hoc committee that may be dissolved one day and the Renaissance goes away, which by default this goes away. He feels very strongly about the hospital in that area. If we send it somewhere, let's send it someplace it is going to get vetted properly and there is an analysis done, with action necessary to make it a reality.

Mr. Pearce stated, as a member of that committee, he is anxious for the committee to get to work.

In Favor: C. Jackson, Pearce, and Manning

The vote in favor was unanimous.

POINT OF CLARIFICATION – Mr. N. Jackson inquired if the Chair designated the item for this committee, does the committee have the right to move it to another committee?

Mr. Pearce stated we have done that previously if the committee felt the item could be more appropriately dealt with by another committee for a specific reason. His understanding of what Mr. C. Jackson was referring to was to get a whole, instead of a piece meal, approach to Renaissance and that is what the Renaissance Ad Hoc Committee is supposed to be doing.

- b. An Ordinance Amending Chapter 17, Motor Vehicles In Traffic; Article II, General Traffic and Parking Regulations; Section 17-9, Through Truck Traffic Prohibited; so as to include Hobart Rd. – Mr. Pearce inquired as to whose district Hobart Road is in.

Mr. Madden stated it is in District 2 and a portion of District 7.

Mr. Ozbek stated this request came to us several times. It covers a DOT portion, as well as a County portion. The County portion is the one they are interested in. They have also communicated with DOT. Hobart Road serves as one of the main roads between Longtown and Farrow Roads. People use it, especially big trucks, as a cut through. In order for us to place a sign and enforce no through traffic, County Council has to give their permission.

Mr. Pearce inquired if Public Works was supporting that action.

Mr. Ozbek responded in the affirmative.

Mr. Pearce moved, seconded by Mr. C. Jackson, to forward to Council with a recommendation to approve an amendment to the Ordinance, Article II. General Traffic and Parking Regulations, Section 17-9 prohibiting through truck traffic on Hobart Road and Brookhaven within Richland County.

Mr. Manning stated he has heard this has come before us a lot of times. What makes it different this time?

Mr. Ozbek stated he does not believe it ever came to County Council attention. This is the first time he is bringing it up.

Mr. Pearce stated closing it to trucks has come up. Other issues, as he recalls, related to this road came up. For example, it was a very poor road, a lot of traffic on it, and trying to get it improved.

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Mr. Ozbek stated he believes Mr. Pearce is referring a fatal accident. Finally, the project is the process of going through. This road is going to be relocated and the train crossing is going to be put in a safer intersection. It is related to this also. Staff observed these heavy truck crossings. Neighbors also send them pictures of the truck traffic. Public Works thinks it is a good idea to add Hobart Road to the ordinance prohibiting through truck traffic.

Mr. Manning stated, he knows for speed humps and traffic calming there is a list of criteria. How did we decide on the 16 roads in the existing ordinance? How would we decide on this? And, would there be a set of criteria for Council members to look at to see if, based on the criteria, they might have a road that needs this same attention.

Mr. Ozbek stated there is no set criteria like there is for speed humps or traffic studies. However, it usually starts with complaints with the neighborhood. He stated we could do a criterion, but it is so rare and far between these cut through streets for big trucks. In this case, apparently over the years, there was a complaint. This has come to Public Works directly and through Ms. Dickerson. Staff went out and observed the frequencies and took pictures. If Council is aware, in their districts, they are encouraged to contact Public Works.

Mr. Manning stated, for him, if there are no criteria, other than people complaining, he is concerned about how we have nothing that is evidence based or any kind of objective, as opposed, to subjective, anecdotal, we had complaints, and we went out and took a picture.

Mr. Ozbek stated there is some criteria, as to the type of street these trucks are traveling. These are streets are 2-lane regular subdivision roads. These roads were never designed for that. They are going to tear it up and it is going to be Public Works going back and repairing the roads, at taxpayers' expense. There are alternate roads. Trucks are taking advantage of that. It was an unintentional consequence of the location of the subdivision.

Mr. N. Jackson inquired if there are designated routes for the trucks, if they do not use that route to get to where they need to go. And, what is the difference in length?

Ms. Allison Steele stated she cannot say for sure the alternate route, but it is approximately a 10-minute difference. It is not a significant inconvenience for them to go around.

Mr. N. Jackson stated these subdivision roads are low volume and paved differently. There is a lot of areas trucks use through subdivisions. If there is a criterion we could say, based on the criteria, if communities start to complain. It is an inconvenience because it is a subdivision. We should not have these trucks driving through subdivisions.

Mr. Ozbek stated from the neighborhoods perspective there is noise and from the County's it is tearing up the roads because they are not designed for it.

Mr. N. Jackson inquired if any of this is in the Penny Program.

Mr. Ozbek responded it is not. The only upcoming improvement is the relocation of the railroad crossing.

POINT OF CLARIFICATION – Mr. Pearce stated, if we are going to relocate the crossing on the railroad, would that not change the route of the road.

Ms. Steele stated it will shift it down a couple hundred feet. Hobart Road has two 90° degree turns.

Mr. Pearce stated it would make sense to move it to Hobart Road and connect Hobart Road as one straight shot.

Mr. Ozbek stated that will make it more convenient for the trucks. In other words, that is another reason why we highly recommend you approve this to get on the list. Public Works has spoken with DOT, since this is the DOT portion, and they will allow the County to post a sign saying "No Through Traffic Ahead" on their side also.

Mr. Pearce stated he does not believe Mr. Ozbek answered his question, which was exactly where is the relocation going to go.

Mr. Ozbek stated you will be going straight across instead of making a left and a right. The subdivision was designed for the relocation. It will make it much more convenient for the trucks if you do not have the signage and enforcement.

Mr. Pearce requested Mr. Ozbek to be specific with him. It will be Hobart Road to Hobart Road?

Mr. Ozbek stated it will be Hobart Road to Hobart Road.

Mr. Pearce stated so that will make it a straight shot from Longtown Road all the way to Farrow Road.

Mr. Ozbek responded in the affirmative.

Mr. Pearce stated, if the road is straightened out, he now has a problem with the trucks not using the road. It will become viable route back and forth. He inquired about what he is missing.

Mr. Ozbek stated, complaints obviously, and tearing up the subdivision roads. Trucks going through a local, residential neighborhood.

Mr. N. Jackson stated the trucks are usually about 50,000 tons and subdivision is designed for motor vehicles only.

Mr. Ozbek stated it is also the repetition.

Mr. Malinowski inquired why the County does not end it at Wilkinson Drive and not make it across. Now they do not have the cut through and let the State worry about their portion.

Mr. Ozbek stated they are not doing anything on the State portion.

Mr. Malinowski inquired as to why we should construct a "joiner" piece from Holbart to Holbart across those tracks.

Mr. Ozbek stated that is a completely different subject. That predates him. It was part of a lawsuit.

Mr. Malinowski stated if you end it at Wilkinson Drive, then you eliminate the portion up there it will solve the problem.

Mr. Madden stated the concerns presented by Council, in regards to this item, if it is the will of the committee, staff would take this item, vet it, take in Mr. Manning's concerns about the lack of an established criteria, and then present it back to Council, at a later date.

Mr. Malinowski stated when Mr. Ozbek said, “We are going to put signage up that says ‘No Through Trucks.’” That was done on Dorn Road, in his district, and did absolutely zero good. There is no one to sit there all day and enforce it. They kept going right through there anyway. And, we will probably wind up with the same thing. He would think, if it has to cross, then do some speed humps in there. If he is a big truck, he is not going to want to take my time slowing down over those speed humps. Especially, if I know I cannot go all the way across when I get to the end.

Mr. Pearce stated the Chair will entertain a substitute motion to defer this item to a future date to give staff the opportunity to examine criteria for this type of matter and review alternate solutions to this particular problem.

Mr. C. Jackson made a substitute motion, seconded by Mr. Manning, to defer this item.

In Favor: C. Jackson, Pearce, and Manning

The vote in favor of the substitute motion was unanimous.

- c. Richland County Utility Systems – Sewer Rates – Mr. Madden included in the agenda packet is a briefing on the County’s Utility System. As you know, we have 2 systems that operate as Enterprise Funds, or businesslike activities. You have the Broad River and Lower Richland Utility Systems. There are a number of matters that will be brought to Council for decisions, as it relates to combining that utility system or its consideration of the rates from the recently completed rate study and Capital Improvement Plan. Staff is requesting the committee to accept this as information, and allow staff, in July, to schedule 3 work sessions to allow time for Council members to attend 1 of 3 to hear a detailed briefing on this. Staff will bring this back after the work sessions for Council vetting and action.

Mr. Pearce stated the motion before us is whether or not to accept the briefing documents, as information, and approve proceeding with scheduling 3 Council work sessions in July to discuss the utility system.

Mr. Manning stated, he is still unclear, if it is important to the Council, we schedule a work session for something, but why are we scheduling three?

Mr. Pearce stated so you would be able to attend 1 of the 3. You would have 3 opportunities, according to your own individual schedule, you could attend 1 of the 3.

Mr. Manning inquired then why aren’t all our work sessions in chunks of three? If it is a good idea. It’s a good idea. One of the things is, we are elected 11 single member districts, and when we come together collectively, and we get the synergy, and we hear from other people, when we are all together as a Council. But, if it is better to have options, than do it that way, then it seems like all our work sessions should be done that way. Also, with these being work sessions, he will be looking for those to be livestreamed and videotaped, archived as work sessions. Because that is what we do with Council work sessions. He stated he would actually like 5 options.

Mr. Pearce stated he respects Mr. Manning’s position, but he does not believe that is germane to this particular item. However, when it goes to full Council for consideration, it will would be more appropriate to bring that up at that time. He does not believe, at the committee level, we can address a procedural matter that impacts on all work sessions.

Mr. Manning stated as long as that is not a part of the agenda item and the motion, that is fine with him.

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Mr. Pearce requested Mr. Manning to state what motion he would be comfortable dealing with. For example, to accept the briefing document for information.

Mr. Manning moved, to accept the briefing document as information and forward to Council without a recommendation.

Mr. Pearce stated, for clarification, on scheduling the work sessions.

Mr. Manning stated that is what the item is. He did not think that was actually the item. He stated Mr. Pearce said it was not germane for us as a committee to take that up.

Mr. Pearce stated he does not believe it is because he does not believe a committee can make a recommendation.

Mr. Manning stated that is why he said to send it to Council without a recommendation.

Mr. Pearce stated, so your motion is, to take this item and send it to Council without a recommendation.

Mr. C. Jackson inquired if this was time sensitive.

Mr. Madden stated the decisions that need to be made for the utility system are time sensitive. Understanding a lot of the information regarding the utility systems that, that information can be somewhat complex. The intent was to allow the time for staff to walk Council through those decisions and the backup information supporting, or not supporting, those decisions.

Mr. C. Jackson stated, if in fact it goes to Council and Council recommends that we conduct work sessions, we basically just lost the time if we would have done it directly by forwarding a motion from this committee.

Mr. Pearce stated he believes that is correct.

Mr. Malinowski stated, if it was recommended that there be 3 work sessions, he would not think it is too time sensitive. Also, in coming back with information for the work sessions, he noticed in the water portion that the more water a person uses the cheaper the price gets. He would think that is backwards in this times, if we are trying to conserve. That is people want to be wasteful and use more, or need more water, they should have to pay more. Why give someone an incentive to use more.

Mr. N. Jackson stated he is not sure if staff has received information from Central Midlands Council of Governments yet, but there is an option that the County may be able to take over another sewer system. It was approved by Central Midlands recently.

Mr. Madden stated he has not seen it, as of yet, but that does not mean we have not received it.

Mr. N. Jackson stated Central Midlands did approve giving Richland County an option to purchase a large system. If we take it over it will have an effect on the rates.

Mr. Pearce stated, for the record, that we no longer have a quorum.

ITEMS PENDING ANALYSIS: NO ACTION REQUIRED

- a. Council Motion: Review Section II(i)(2)(4) of County Ordinance 043-14HR, “If twenty-five (25%) percent or more of all such property owners decline said road paving, then the subject road shall not be paved”. This seems to go against the way most items are done in our country, by majority, so why shouldn't a majority also decide if a road should be paved or not? [MALINOWSKI] – No action was taken.
5. **ADJOURNMENT** – Due to the lack of a quorum, there was no action to adjourn the meeting.



Companion Document – Supplemental information for Through Truck Traffic Prohibited on Hobart Road and Brookhaven Neighborhood

Additional Information Requested by Committee

During its May meeting, the Development & Services (D&S) Committee requested additional information on the subject. Specifically:

1. What is the County’s policy for a “No Through Trucks” designation on County maintained roads?
2. What is the process to close a section of Hobart Road at the railroad crossing?

Item 1 – No Through Trucks

The County does not currently have a policy on this. However, the South Carolina Department of Transportation (SCDOT) does have a draft policy that they currently use. This is attached for your information. There are four primary items that are reviewed when a request is received:

- A field evaluation of the proposed route identifying any potential hazards such as railroad crossings, limited site distances, etc. **(The route along Hobart Road has a railroad crossing.)**
- An evaluation of the roadway lane widths, safety features, and surface conditions. **(After speaking to the Engineer that designed Hobart Road, he stated that it was never intended to be a truck route. The pavement section that was used was a standard residential section (8” base course and 2” of surface course) as well as the lane widths associated with a residential roadway.)**
- An evaluation of intersection geometrics at points of turn along routes. **(There are no known issues here.)**
- An analysis of traffic volumes to identify potential congestion issues or bottlenecks. **(A traffic count was performed several years ago and there were over 1,000 vehicles traveling in a single direction on a single day. That count would be doubled in order to arrive at the actual Average Daily Traffic (ADT) of over 2,000 vehicles per day travelling this residential roadway. By County Standards, this would classify this road as a “Major Collector” with a required pavement section is 8” stone base, 3” intermediate binder course, and 2” asphalt surface course.)**

Item 2 – Closing a section of Hobart Road

To close any road (or road section) in the County Road Maintenance System, the process is as follows (as advised by Assistant County Attorney, Brad Farrar):

"Any interested person, the State (or any of its political subdivisions or agencies) may petition a court of competent jurisdiction to abandon or close any street, road or highway whether opened or not. Prior to

filing the petition, notice of intention to file shall be published once a week for three consecutive weeks in a newspaper published in the county where such street, road or highway is situated. Notice also shall be sent by mail requiring a return receipt to the last known address of all abutting property owners whose property would be affected by any such change, and posted by the petitioning party along the street, road, or highway, subject to approval of the location of the posting by the governmental entity responsible for maintenance of the street, road, or highway..."

The Court then, pursuant to 57-9-20, "...shall determine (whether) it is to be the best interest of all concerned that such street, road or highway be abandoned or closed, (and) the court shall then determine in whom the title thereto shall be vested and issue an appropriate order."

Staffs such as EMS, Fire Service, School District, and Sheriff's Department will be contacted also to be sure that there are no concerns from their perspectives. Mr. Randy Wells with Richland County / City of Columbia Fire Department stated that there would be little impact on their response time (please see attached email).

Staff Recommendation

The staff recommendation contained in the original briefing document is unchanged. However, staff further recommends that County Council direct staff to develop and implement a Through Truck Traffic Prohibition Policy based on the SCDOT draft standard.

Submitted by: Department of Public Works

Date: June 14, 2018

STEPHEN STALEY

From: Wells, Randy C <cfdrwells@columbiasc.net>
Sent: Monday, June 11, 2018 2:21 PM
To: STEPHEN STALEY; Miranda Spivey; MICHAEL BYRD; Cowan, Chris; cearles@richland2.org; COC Fire Command Staff
Cc: Ismail Ozbek; CHRIS EVERSMANN; Allison Steele; Gary Barton; BRAD FARRAR; LARRY SMITH; ELIZABETH MCLEAN
Subject: RE: [EXTERNAL] RE: Close off section of roadway

The Fire Department does not have any objection to this request.

Multiple access points to areas in our response territories are always of value. This part of the county has experienced exponential growth over the past 10 years with few options to improve infrastructure to accommodate the increased population. Hobart Road (currently a dirt and gravel track) accesses the back of a subdivision that is part of a larger cluster of neighborhoods that can only be accessed via Longtown Road (north from Rimer Pond Rd and south from Killian Road).

Closing Hobart Road will not affect 98% of our responses into that community cluster: our companies' primary running routes use Longtown Road from the north and south. It will, however, directly affect general vehicle congestion around the Longtown Rd/Killian Rd and Rimer Pond Rd/HWY 21 intersections because Hobart Road is used as a more convenient cut through for many commuters.

If Hobart Road is indeed closed off (which is probably safer for citizens since it crosses two train tracks without crossing guards) we will communicate this with our members and there should be little affect to our responses in that area.

Respectfully,



We Are Columbia

Randy C. Wells, EFO, CFO, CEMSO
Assistant Chief of Operations
Fire Department

1800 Laurel Street, Columbia, SC 29201

Phone: 803-545-3702
Cell: 803-240-4326
Fax: 803-733-8311

ColumbiaSC.net

From: STEPHEN STALEY [mailto:STALEY.STEPHEN@richlandcountysc.gov]
Sent: Monday, June 11, 2018 11:37 AM
To: Miranda Spivey; MICHAEL BYRD; Cowan, Chris; cearles@richland2.org; COC Fire Command Staff
Cc: Ismail Ozbek; CHRIS EVERSMANN; Allison Steele; Gary Barton; BRAD FARRAR; LARRY SMITH; ELIZABETH MCLEAN
Subject: [EXTERNAL] RE: Close off section of roadway

CAUTION: This email originated outside of the organization. Do not click links or open attachments from unknown senders or suspicious emails. Never enter a username or password on a site that you did not knowingly access.

Thank you Miranda.

To date we have not heard of any objections to this request. Mr. Byrd did recall something about Hobart Road but could not find any information but believed Brad Farrar may have some information and copied him on the email. However, as you may know, Brad is on military leave until August 9th. I have also copied Larry Smith and Elizabeth Mclean in case they have some information.

Thank you for your assistance!

Stephen S. Staley, P.E.

County Engineer
Richland County Government
Department of Public Works
Engineering Division
Staley.Stephen@richlandcountysc.gov

P 803-576-2479
400 Powell Rd.
Columbia, SC 29203
RCGOV.US

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From: Miranda Spivey
Sent: Wednesday, June 06, 2018 11:08 AM
To: STEPHEN STALEY; MICHAEL BYRD; Cowan, Chris; cearles@richland2.org; COC Fire Command Staff
Cc: Ismail Ozbek; CHRIS EVERSMANN; Allison Steele; Gary Barton
Subject: RE: Close off section of roadway
Importance: High

Good Morning Stephen,

The Fire Marshal's Office does not have any issue, provided there are two remote points of emergency ingress/egress remaining for the subdivisions impacted.

This email has been forwarded, by way of this email, to our public safety partners for additional input.

Thanks

MELONDY "MIRANDA" SPIVEY, CFI-1, CFPE, CBCLI
Division Manager
P 803-576-3405 M 803-518-5077

From: STEPHEN STALEY
Sent: Wednesday, June 06, 2018 10:41 AM
To: Miranda Spivey
Cc: Ismail Ozbek; CHRIS EVERSMANN; Allison Steele; Gary Barton
Subject: Close off section of roadway

Miranda-

Good morning. Hope you have been doing well!

I wanted to ask if you could find out if any of the essential departments (Fire, EMS, Sheriff, School District, etc.) would take issue with us permanently closing a section of Hobart Road that crosses the Norfolk Southern Rail as shown on the attached sketch. The Hobart Road would then end on both sides of the rail and there would be no thru traffic.

Thank you for your assistance!

Have a good day.

Stephen S. Staley, P.E.

County Engineer
Richland County Government
Department of Public Works
Engineering Division
Staley.Stephen@richlandcountysc.gov

P 803-576-2479

400 Powell Rd.
Columbia, SC 29203
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South Carolina Department of Transportation
Traffic Engineering Guidelines

NUMBER: TG-XX

SUBJECT: Requests for Truck Routes and Truck Prohibitions

BACKGROUND: The Department frequently receives requests from local governments to prohibit trucks on particular routes or to designate a truck route in a particular area. While there is guidance on Truck Prohibition signing available in the Supplement to the MUTCD, no official guidance has been in place regarding how to evaluate and process requests for truck routes and truck prohibitions. This guideline outlines the process for evaluating such requests.

GUIDELINES: The process for requesting and implementing truck routes and truck prohibitions is as follows:

1. A local government shall submit a request identifying the section or sections of roadway where they plan to restrict through truck traffic (local truck traffic and deliveries must still be allowed) and shall also propose truck routing to bypass the restricted area. If a truck route is recommended without any through-truck restrictions, the truck routing will only serve as a suggested route and cannot be enforced.
2. These requests will be evaluated at the District level with Headquarters Traffic Engineering providing assistance upon request. District staff should review and evaluate the requested truck routing to determine the feasibility of the route as well as to identify any issues associated with the requested prohibitions.

At a minimum, the review should consist of the following:

- A field evaluation of the proposed truck route to identify any potential hazards (railroad crossings, limited sight distances, etc.)
 - An evaluation of the roadway lane widths, safety features and surface conditions
 - An evaluation of intersection geometrics at points of turn along the route
 - An analysis of traffic volumes to identify potential congestion issues or bottlenecks
3. The review should identify necessary roadway improvements that will be required along the proposed route. It will be the responsibility of the requesting local governmental entity to identify

funding for any necessary improvements. If improvements cannot be made and no suitable alternate routing exists, truck prohibitions should not be approved.

4. Truck prohibitions may only be implemented if suitable alternate routes exist where trucks can make the necessary turning maneuvers and not experience any known truck-related issues on the route.
5. The truck route should not be located adjacent to a primary or secondary school where it would interfere with school traffic or utilize a solely residential roadway.
6. The truck route should not be overly burdensome on the trucking industry. For example, a 10 mile truck route should not be implemented to bypass a 1 mile or shorter prohibition.
7. If the review reveals that the proposed routing or prohibitions are feasible, SCDOT will request that the local government pass an ordinance for the prohibition of the through truck traffic on the specified segment of roadway. The ordinance should give a legal description to the prohibitions and provide identification local government that will be responsible for enforcement of the restriction. This ordinance should also include or reference a description of the type of trucks prohibited which is typically a vehicle with greater than 6 wheels. This description permits small delivery trucks such as UPS/FedEx to operate without restriction and would not create issues with residents that drive dually pickup trucks.
8. Once SCDOT is notified that the ordinance has been passed, SCDOT will proceed with installing the truck routing and truck prohibition signing in accordance with the MUTCD (latest edition) and the SCDOT Supplement to the MUTCD. If any of the prohibited roads/streets not on the state highway system, the local government will be responsible for providing and erecting approved prohibition signs on those facilities.

Approved:

Director of Traffic Engineering

Date



RICHLAND COUNTY GOVERNMENT

Office of the County Administrator

**May 22, 2018 Development & Services Committee
Briefing Document – Through Truck Prohibited on Hobart Road and the Brookhaven
Neighborhood**

Agenda Item

County Council is requested to approve an amendment to the ordinance, Article II. General Traffic and Parking Regulations, Section 17-9 prohibiting through truck traffic on the County portion of Hobart Road from its intersection with the State portion of Hobart Road to its intersection with Longtown Road West within Richland County.

The amendment will read as follows:

“(11) All through truck traffic is prohibited on the County portion of Hobart Road and within the Brookhaven neighborhood in Richland County.”

Background

The County portion of Hobart Road serves as one of the main roads through the Brookhaven neighborhood. It is a two-lane residential road that, over the years, has become a major cut-through road for traffic traveling from Farrow Rd. to Longtown Road. This cut-through traffic includes a large volume of heavy truck traffic, such as semis, concrete trucks, and delivery trucks that has contributed to the deterioration of the road and has turned a quiet community road into a loud, busy connector that it was not designed or intended to be. There are other routes that these trucks can use to avoid Hobart Road.

Since mid-2017, Public Works has received service requests from citizens to have this road closed to this truck traffic because of the reasons mentioned above.

As shown on the attached map exhibit, there is a State (SCDOT) portion as well as a County portion of Hobart Road. A preliminary request to close of the State portion of Hobart Road to through truck traffic has been made to the SCDOT Richland Maintenance Staff. While this closure would be desirable, it should not hold up action by RC Council. Also attached is an image of a large truck traversing this residential neighborhood.

Because of its brevity, Section 17-9 in its entirety follows:

Sec. 17-9. Through truck traffic prohibited.

- (a) All through truck traffic is prohibited on the following roads in Richland County, South Carolina:
- (1) Sparkleberry Lane;

- (2) Congress Road between Leesburg Road and Garners Ferry Road;
- (3) Bynum Road;
- (4) Summit Parkway;
- (5) Valhalla Drive;
- (6) Olympia Avenue between Heyward Street and Bluff Road;
- (7) Bakersfield Road between Dutch Square Boulevard and Morninghill Drive;
- (8) N. Donar Drive;
- (9) Prima Drive; and
- (10) Longreen Parkway.

(b) For the purpose of this section, the following definitions shall apply:

(1) Truck means: a) every motor vehicle designed and used primarily for drawing other vehicles, and not so constructed as to carry a load other than a part of the weight of the vehicle and the load so drawn; b) every vehicle having more than two (2) axles, with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle; and/or c) every vehicle having more than two (2) axles, with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle, and so constructed that no part of its weight rests upon the towing vehicle.

(2) Through truck traffic means truck traffic moving from the beginning point of the road to the ending point of the road without stopping.

(Ord. No. 016-96HR, § I, 1-2-96; Ord. No. 061-01HR, § I, 9-4-01; Ord. No. 002-02HR, § I, 1-8-02; Ord. No. 001-06HR, § I, 1-3-06; Ord. No. 031-07HR, § I, 4-3-07; Ord. No. 058-10HR, § I, 9-21-10; Ord. No. 058-14HR, § I, 11-18-14)

Issues

There are several residential roads with a through truck traffic prohibition; emergency response vehicles on a mission are not considered through traffic and are not affected by this action.

Fiscal Impact

The financial impact will be minimal and limited to the installation of appropriate signage which will be paid for from the Roads and Drainage Maintenance (RDM) Division operating budget. No additional funding will be required.

Past Legislative Actions

None

Alternatives

1. Approve an amendment to the ordinance, Article II. General Traffic and Parking Regulations, Section 17-9 prohibiting through truck traffic on Hobart Road and the Brookhaven neighborhood within Richland County.

Or,

2. Do not approve the amendment to the ordinance and allow truck traffic to continue to use Hobart Road through the Brookhaven neighborhood.

Staff Recommendation

It is recommended that County Council approve an amendment to the ordinance, Article II. General Traffic and Parking Regulations, Section 17-9 prohibiting through truck traffic on Hobart Road and the Brookhaven within Richland County.

Submitted by: Department of Public Works

Date: May 7, 2018





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

AN ORDINANCE AMENDING CHAPTER 17, MOTOR VEHICLES IN TRAFFIC; ARTICLE II, GENERAL TRAFFIC AND PARKING REGULATIONS; SECTION 17-9, THROUGH TRUCK TRAFFIC PROHIBITED; SO AS TO INCLUDE HOBART ROAD.

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

SECTION I. The Richland County Code of Ordinances; Chapter 17, Motor Vehicles and Traffic; Article II. General Traffic and Parking Regulations; Section 17-9, Through Truck Traffic Prohibited; Subsection (a); is hereby amended to read as follows:

Section 17-9. Through truck traffic prohibited.

(a) All through truck traffic is prohibited on the following roads in Richland County, South Carolina:

- (1) Sparkleberry Lane;
- (2) Congress Road between Leesburg Road and Garners Ferry Road;
- (3) Bynum Road;
- (4) Summit Parkway;
- (5) Valhalla Drive;
- (6) Olympia Avenue between Heyward Street and Bluff Road;
- (7) Bakersfield Road between Dutch Square Boulevard and Morninghill Drive;
- (8) N. Donar Drive;
- (9) Prima Drive; -
- (10) Longreen Parkway; and
- (11) **Hobart Road.**

SECTION II. Severability. If any section, subsection, or clause of this Ordinance shall be held by a court of competent jurisdiction to be unconstitutional or otherwise invalid, such finding shall not affect the validity of the remaining sections, subsections, and clauses of this Ordinance.

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

SECTION IV. Effective Date. This Ordinance shall be enforced from and after _____, 2018.

RICHLAND COUNTY COUNCIL

BY: _____
Joyce Dickerson, Chair

ATTEST this the _____ day of
_____, 2018

Kimberly Williams – Roberts
Clerk of Council

RICHLAND COUNTY ATTORNEY’S OFFICE

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

First Reading:
Public Hearing:
Second Reading:
Third Reading:



**Development and Services Committee Meeting
Briefing Document**

Agenda Item

Review of Section II(i)(2)(4) of County Ordinance 043-14HR

Background

During the June 5, 2018 Council meeting, Vice-Chairman Malinowski brought forth the following motion:

“Review Section II(i)(2)(4) of County Ordinance 043-14HR, "If twenty-five (25%) percent or more of all such property owners decline said road paving, then the subject road shall not be paved". This seems to go against the way most items are done in our country, by majority, so why shouldn't a majority also decide if a road should be paved or not?"

Subsequently, this motion was forwarded to the Development and Service Committee for its consideration.

A copy of the referenced ordinance is attached.

Issue(s)

This issue is if the percentage of homeowners prescribed by the Ordinance related to whether or not a road should be paved is the percentage desired by County Council.

Fiscal Impact

None.

Alternatives

1. Consider the motion and proceed accordingly.
2. Consider the motion and do not proceed accordingly.

Staff Recommendation

The intent of staff is to implement the Ordinances approved by County Council. Staff does not have a recommendation with regards to this matter.

STATE OF SOUTH CAROLINA
COUNTY COUNCIL FOR RICHLAND COUNTY
ORDINANCE NO. 043-14HR

AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES, CHAPTER 21, ROADS, HIGHWAYS AND BRIDGES; SECTION 21-20, ROAD PAVING PROGRAM; SO AS TO ADD THE TRANSPORTATION DIRECTOR AND AMEND OTHER LANGUAGE THEREIN.

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

SECTION I. The Richland County Code of Ordinances; Chapter 21, Roads, Highways and Bridges; Section 21-3, Definitions; is hereby amended to add the following definition as subsection (k) and all remaining subsections shall be re-lettered in appropriate chronological order:

(k) *Through road.* A road that connects two different paved roads.

SECTION II. The Richland County Code of Ordinances; Chapter 21, Roads, Highways and Bridges; Section 21-20, Road paving program; is hereby amended to read as follows:

Sec. 21-20. Road paving program.

(a) Road construction and paving projects administered by the county and funded from public funds shall be accomplished in accordance with a consistent, systematic program established and administered by the Director of Transportation, in conjunction with and with the support of the Director of Public Works, or his/her designee. Such program shall have the following basic characteristics:

- (1) Only county maintained roads with recorded Easement and Right-of-Way Deeds will be paved utilizing public funds,
- (2) All county maintained dirt roads are eligible for paving, and
- (3) Paving will be accomplished in priority order at a rate permitted by availability of funding.

(b) The county engineer, or his/her designee, will acquire and maintain the following data on all roads proposed for paving:

- (1) Name;
- (2) County road number;
- (3) Map location code;
- (4) Beginning and ending points;
- (5) Length in miles and hundredths of a mile; and
- (6) Council district.

(c) In addition, the following data pertaining to the roads priority for paving will be obtained and recorded for each road:

- (1) Number of homes accessed from the road;
- (2) Number of businesses accessed from the road;

RICHLAND COUNTY
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CLERK OF COURTS

- (3) Number of churches accessed from the road;
- (4) Maintenance difficulty factor; and
- (5) "Through road" factor.

For the purpose of determining the number of homes, business and churches accessed from a road, only those on parcels with no existing paved road frontage will be counted except when the distance from the paved road to the building exceeds 1,320 feet.

(d) Roads will be prioritized in accordance with the following procedure:

A road's priority for paving will be established by the lowest cost per occupant, church, or business. Lowest cost per occupant (P) is calculated by the formula:

$$P = \frac{\text{Cost}}{H+B+C+T} \quad \text{Where:}$$

H = Number of points accredited for homes.

One point is accredited for each home accessed from the road. This will include mobile homes as well as permanent homes. It should be noted that the number of homes on a road is an indicator of the number of people using it as well as the importance of the road as a possible school bus route.

B = Number of points accredited for businesses.

Two points are accredited for each business accessed from the road. To be eligible for these points, a business must occupy a building separate from any residence and rely on the road for either customer traffic or routine use by company vehicles.

C = Number of points accredited for churches.

Two points are accredited for each church accessed from the road.

T = Through road factor. If the road is a through road, two points are accredited to T. If the road is not a through road, zero points are accredited to T.

L = Length of the road in miles and hundredths.

Cost = Estimated Cost (\$800,000 per mile x L).

(e) A road's paving may be given top priority provided that all costs incurred by the county to pave it are paid by its adjacent property owners. Such costs may be included as an assessment on the tax bill of the property owners, to be paid over no more than a fifteen (15) year period with an interest charge equal to that paid by the county for bonds issued to fund construction. The county council may elect to have the total costs, plus interest, of the improvements allocated between the property owners either by a front footage assessment ratio, or by each lot being assessed an equal share of the costs and interest. Establishment of this assessment shall require approval of eighty percent (80%) of the property owners.

(f) Highways, streets or roads constructed or paved under the county's jurisdiction and maintained by the county shall meet the design and construction standards contained in section 21-6, above.

(g) The Director of Transportation or his/her designee, in conjunction with and with the support of the county engineer, or his/her designee, shall establish

appropriate alternate design and construction standards for low volume rural roads as a means of ensuring maximum cost effectiveness of road paving funds.

(h) Road paving funds will be distributed by county council district based on that district's portion of total county dirt road mileage. Pro rata fund distribution will be calculated as follows:

District dirt road paving funds =

$$\text{Total dirt road paving funds} \times \frac{\text{district dirt road mileage}}{\text{Total dirt road mileage}}$$

Mileage refers to dirt road mileage in the county road maintenance system (i.e. public dirt roads that are routinely maintained by county public works forces). Roads will be selected for paving based on distribution/availability of funds and priority within that council district, as determined by the uniform road rating system contained in this section.

(i) The Alternative Maintenance Paving Program shall consist of two categories, Pave-In-Place and Alternative Surface Treatment, which are defined as follows:

- (1) The Pave-In-Place Program shall allow for the placement of hot mix asphalt on low volume/light duty dirt roads that meet the following criteria:
 - a) The road must be within a publicly dedicated right-of-way of a minimum width of 50 feet. A right-of-way width of no less than 30 feet may be considered if in the judgment of the Director of Public Works a safe roadway with adequate drainage may be constructed.
 - b) The road base may be reinforced by the use of Portland cement stabilization of the in-place materials or other stabilization products determined by the Director of Public Works to be equal or better.
 - c) The road to be improved shall not interconnect existing streets or serve developable vacant land that would result in the potential of exceeding 400 vehicles per day. The road shall not serve existing businesses or vacant land zoned for business uses that would generate traffic exceeding 400 vehicles per day or truck traffic exceeding 24 vehicles per day.
 - d) Roads improved under this section may conform to AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (2001) for horizontal and vertical alignment if determined by the Director of Public Works to be appropriate for the local situation.
 - e) Roadway bases reinforced by the above method shall be overlaid with 1½ inches of hot mix asphalt surface course. The paved surface width shall be no less than 22 feet. A pavement width of no less than 18 feet may be considered if in the judgment of the Director of Public Works a safe roadway with adequate drainage may be constructed.
- (2) Alternative Surface Treatment allows for the placement of materials other than asphalt as the travel surface for road ways. Types of Alternative Surface Treatment may include:
 - a) Triple Treatment Surface Course;

- b) Rubberized Asphalt;
 - c) Milled Asphalt.
- (3) Roads in the Alternative Maintenance Paving Program may be improved by geographical location in lieu of the priority list referenced in the aforementioned section of this ordinance to reduce mobilization cost. The decision shall be at the discretion of the Director of Transportation.
- (4) In order to incorporate community input before roads are paved, notice shall be sent by the Department of Transportation, or its designee, by mail requiring a return receipt to the last known address of all abutting property owners whose property would be affected by any such change. Each such owner shall have thirty (30) days to respond. If twenty-five (25%) percent or more of all such property owners decline said road paving, then the subject road shall not be paved.

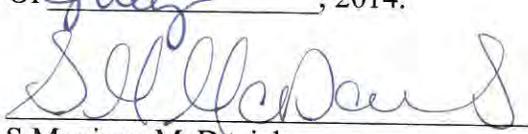
SECTION III. Severability. If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

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

SECTION V. Effective Date. This ordinance shall be enforced from and after July 29, 2014.

RICHLAND COUNTY COUNCIL

BY: 
Norman Jackson, Chairperson

ATTEST THIS THE 30 DAY
OF July, 2014.

S Monique McDaniels
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

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

First Reading: June 17, 2014
Second Reading: July 1, 2014
Public Hearing: July 29, 2014
Third Reading: July 29, 2014



**Development & Services Committee Meeting
Briefing Document – Implement the proposed Bulk Item Collection Procedure**

Agenda Item

Implementation of the proposed Bulk Item Collection Procedure.

Background

Bulk items are large or bulky items are too large to fit into roll carts and cannot be collected with the regular garbage collection. Examples of bulk items are furniture, appliances, mattresses, swing sets, bikes, and mowers. Currently bulk items are collected by appointment only. Residents are required to call the County Ombudsman to schedule the pickup.

Issues

Bulk items make up the majority of telephone requests received by the Ombudsman's Office and the Solid Waste & Recycling Division regarding solid waste issues. During some months, the requests for bulk item pickup has reached over 900 calls. In an effort to make the collection of bulk items more customer friendly and reduce the number of calls being handled by the Ombudsman's Office, staff has develop an easier way for residents to dispose of bulk items.

The following bulk item collection procedure is being proposed:

- Haulers will collect bulk items from the curbside every other week on the same day as yard waste collection, alternating with recycling week;
- The number of bulk items collected shall be limited to four (4) items each collection day; and,
- The items must be able to be handled and lifted by human power.

The list of bulk items will be expanded to include small amounts of remodeling debris, certain electronic waste, and rugs. A copy of the proposed procedure and expanded list of items is attached.

The language in the collection contracts addressing bulk item collection will be amended to read:

“Bulk items shall be collected once every two weeks on a schedule approved by the COR for residents and approved small businesses and shall be performed as follows:

- No more than four (4) bulk items shall be collected each collection day from a location eligible for curbside service.
- Bulk items placed adjacent to the curb no later than 7:00 a.m. on the bulk item collection day shall be collected.
- Large appliances such as refrigerators and freezers shall be collected only if doors have been removed by the citizen prior to placement at the curb by the citizen;

- Bulk items include but are not limited to, in-door and out-door furniture, large appliances, mattresses, box springs, and playground equipment if disassembled.
- All residential bulk items shall be transported to the County designated disposal or recycling facility at no charge to the Contractor.”

Fiscal Impact

The proposed procedure can be accomplished through existing hauler contracts at no additional charge to the County.

Past Legislative Actions

None

Alternatives

1. Approve the proposed Bulk Item Collection procedure and associated contract amendment.

Or,

2. Do not approve the proposed Bulk Item Collection procedure and associated contract amendment.

Staff Recommendation

Staff recommends approval of the proposed bulk item collection procedure, amending the existing hauler contracts to reflect the new bulk item collection procedure.

BULK ITEM COLLECTION

June 6, 2018

Appointments for bulk item collection will no longer be required after _____, 2018. Bulk items will be collected at the curb every other week on the same day that the yard waste is collected. Beginning _____ 2018, the bulk item collection week will alternate with recycling collection week.

In order to be collected, bulk items must be placed by the curb no later than 7am on the yard waste collection day during the week of bulk item collection. The number of bulk items placed on the curb shall be limited to four (4) items at a time. The items must be able to be handled and lifted by human power. Residents must ensure that only items to be collected are placed within five (5) feet of the curb and off the traveled roadway on bulk item collection day.

Bulk items include:

Brown Goods (furniture such as chairs, sofas, tables, mattresses, box springs)
Patio furniture
Push mowers (gas and oil removed)
Bicycles
White goods (refrigerators, stoves, washers, dryers, dishwashers, water heaters)
Metal grills
Swing sets (disassembled)
Single form plastic pools
Interior remodeling debris (containerized, no more than 40 lbs. or three 39 gallon bags)
Rugs (small throw rugs, no larger than 4'x6')

Excluded:

Gym equipment
Pianos
Organs
Pool tables
Electronic devices such as computers, monitors, printers, and televisions
Fencing
Dog houses
55-gallon drums
Tires
Gas engines
Car parts
Propane tanks
Carpet



**Development & Services Committee Meeting
Briefing Document – Property Donation Offer, TMS# R17400-03-23**

Agenda Item

Property donation offer, TMS# R17400-03-23

Background

During the May 15, 2018 Richland County Council Meeting, Mr Harold Williams requested County Council to accept a donation of property TMS# R17400-03-23. The request was referred to the Development & Services (D&S) Committee for review and consideration. Staff conducted research on the property to determine the impacts to the County if the property was accepted into its ownership. A GIS exhibit is attached for information and review.

Issues

The property, known on Richland County GIS as “E/S Killian Commons Pwky,” is located off Killian Commons Parkway in Northeast Richland County (County Council District 7). The legal description for the property is a “detention pond.” According to development records the pond was permitted in 2005 as a regional detention pond to serve the drainage needs for the various commercial properties along Killian Commons Parkway. Richland County Assessor Data shows the original property owner was Northeast Land Properties, LLC. The property was sold to Harold Williams on March 19, 2018.

Site inspection by Public Works staff confirms the property is a detention pond that has not been maintained. The vegetation in the pond is overgrown, and the pond is holding water. According to the latest Firm Panel the property is not located in a special flood hazard area.

Richland County practice has been to not accept stormwater retention or detention facilities into the County Drainage Maintenance System.

Finally, in addition to Department of Public Works staff review of this matter, the County’s Planning, Legal, Facilities, and Risk Management staffs have been consulted.

Fiscal Impact

The County would incur the costs associated with bringing the pond up to design standards in order to help it function and incur the yearly maintenance costs to clean and cut back vegetation. Also, there is liability associated with the acceptance of any pond.

Past Legislative Actions

May 15, 2018 – County Council referred Mr Williams’ request to the D&S committee for review.

Alternatives

1. Accept donation of the regional commercial detention pond and provide perpetual maintenance.

Or,

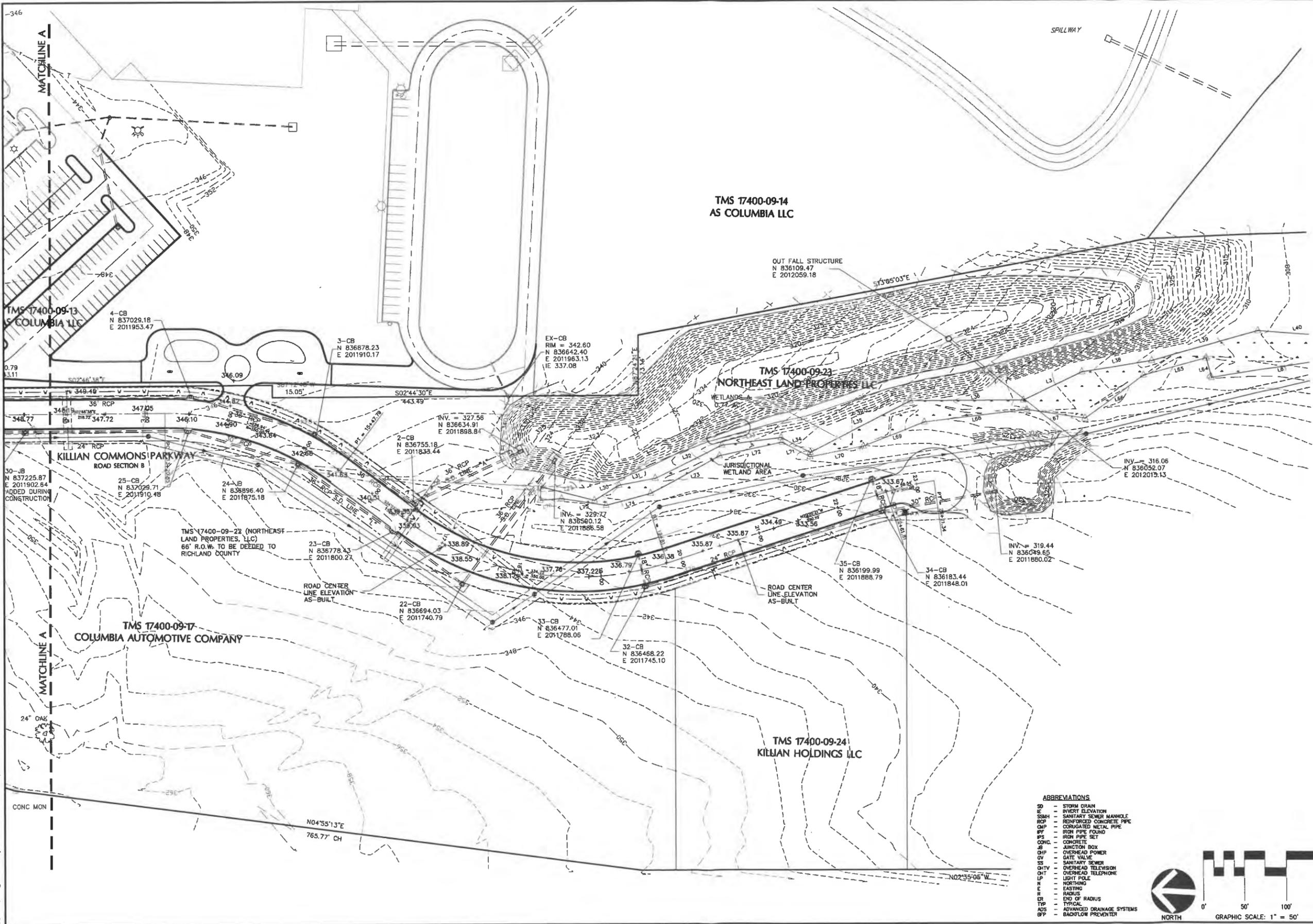
2. Deny donation of the regional commercial detention pond.

Staff Recommendation

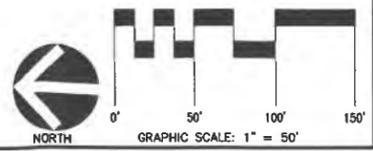
Staff recommends denial of the proposed land donation consisting of a regional commercial detention pond.

THIS DRAWING SHALL NOT BE REPRODUCED IN ANY MANNER OR USED FOR ANY PURPOSE WITHOUT WRITTEN PERMISSION

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- ABBREVIATIONS**
- SD - STORM DRAIN
 - IE - INVERT ELEVATION
 - SSMH - SANITARY SEWER MANHOLE
 - RCP - REINFORCED CONCRETE PIPE
 - CMP - CORRUGATED METAL PIPE
 - IPF - IRON PIPE FOUND
 - IPS - IRON PIPE SET
 - CONC. - CONCRETE
 - JB - JUNCTION BOX
 - OV - OVERHEAD POWER
 - GV - GATE VALVE
 - SS - SANITARY SEWER
 - Q-TV - OVERHEAD TELEVISION
 - Q-T - OVERHEAD TELEPHONE
 - LP - LIGHT POLE
 - N - NORTHING
 - E - EASTING
 - R - RADIUS
 - ER - END OF RADIUS
 - TYP - TYPICAL
 - ADS - ADVANCED DRAINAGE SYSTEMS
 - BFP - BACKFLOW PREVENTER



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 (843) 298-0534 phone (843) 298-8078 fax



KILLIAN COMMONS
 FOR
NORTHEAST LAND PROPERTIES, LLC
 RICHLAND COUNTY, SC



DRAWN BY: YH
 CHECKED BY: JD

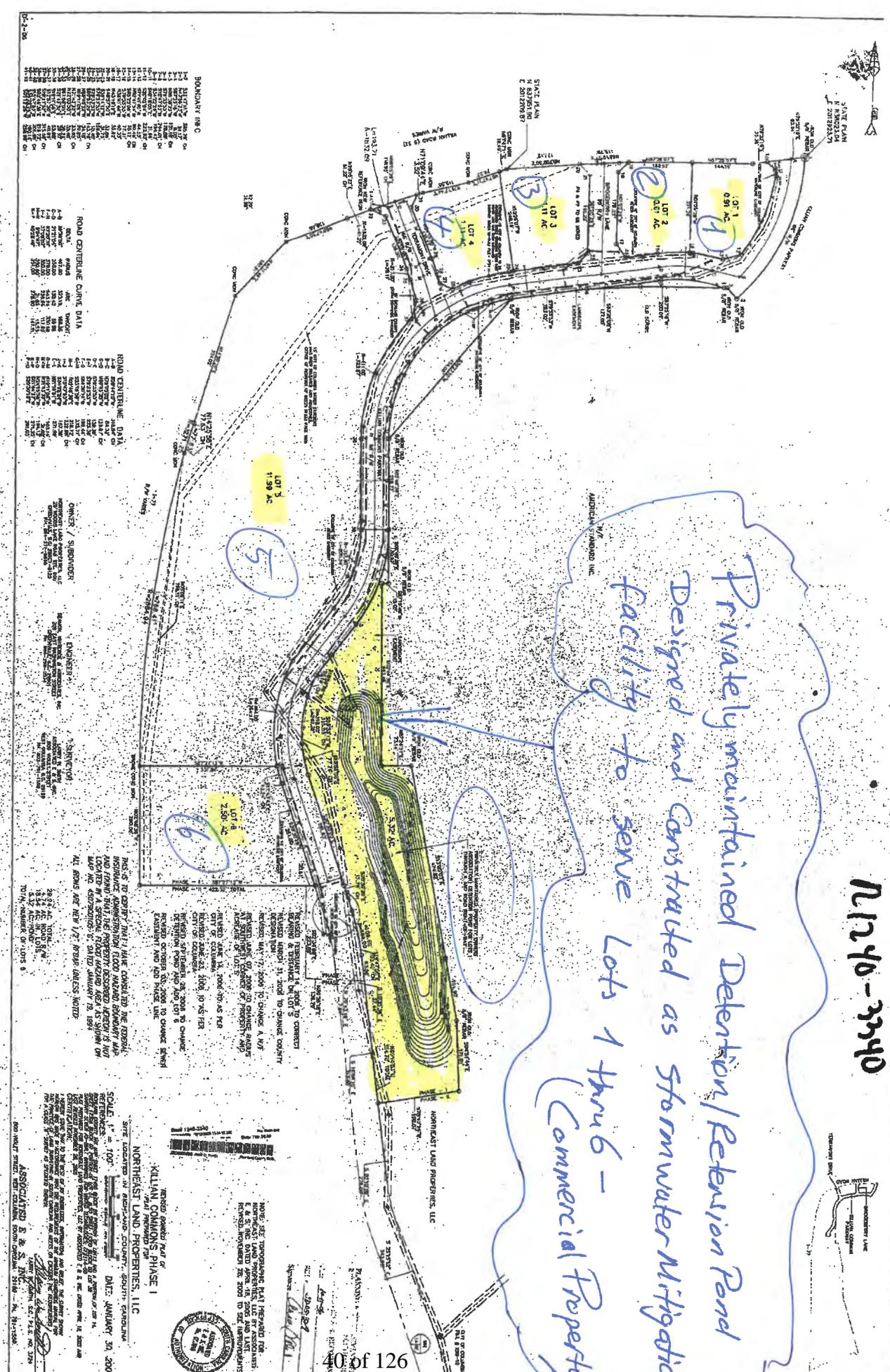
PROJECT: GR1136.00
 DATE: 11/29/07

NO.	DATE	REVISION NOTES
1	11/29/07	RECORD DRAWINGS PERMITTING SUBMITTALS

RECORD DRAWINGS
 GRADING PLAN
 (2 OF 2)
 SHEET 6 OF 10

N1246-3340

Privately maintained Detention/Retention Pond
Designed and Constructed as Stormwater Mitigation
Facility to serve Lots 1 thru 6 -
Commercial Property



BOUNDARY DATA

LINE NO.	DESCRIPTION	LENGTH	BEARING
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ROAD CENTRELINE DATA

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OWNER / SUPERVISOR

ENGINEER

DATE

SCALE

ASSOCIATED & SONS, INC.

NOTE: SEE SUPPLEMENTARY SHEET FOR

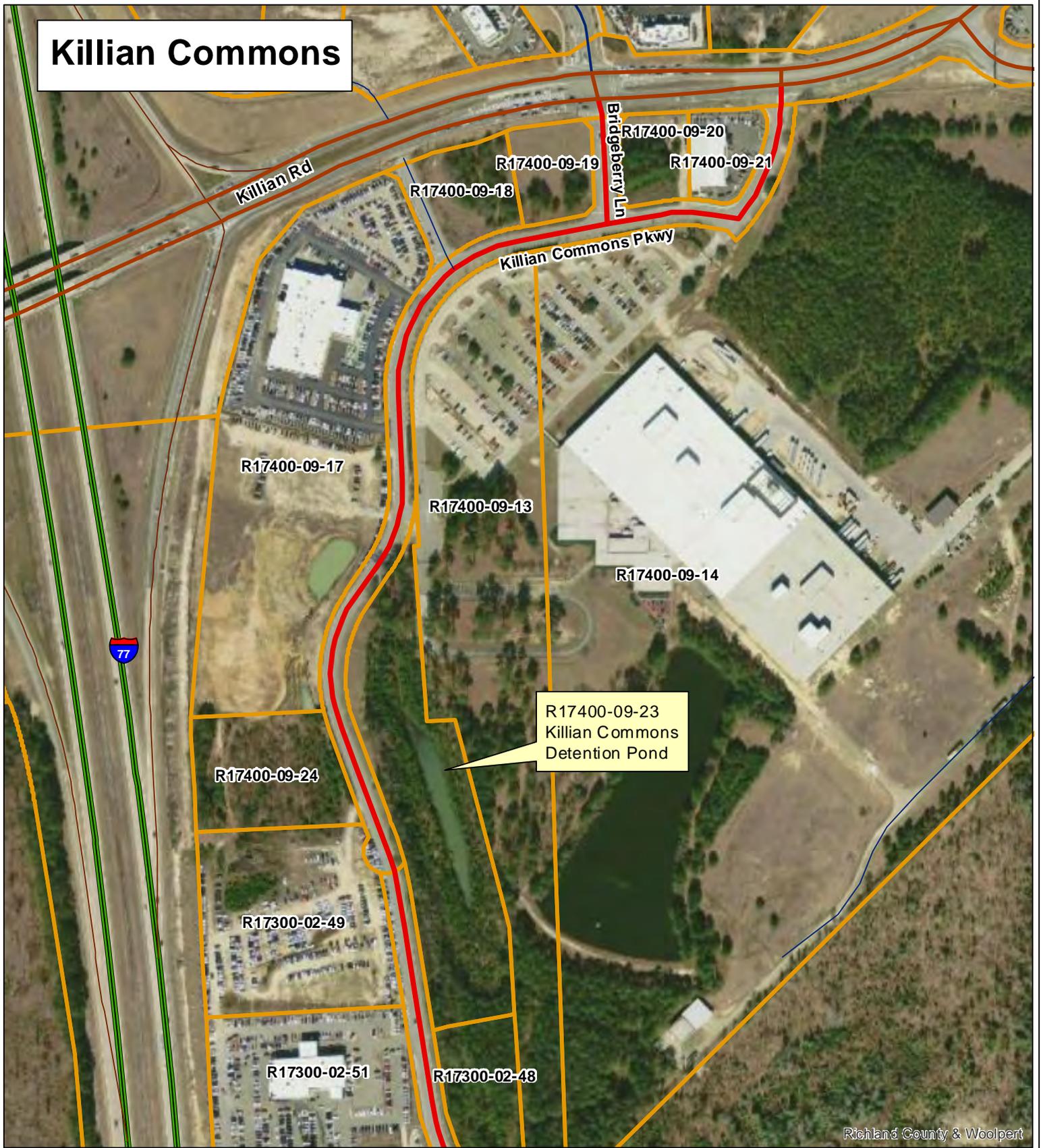
REVISIONS TO THIS PLAN

DATE: JANUARY 30, 2008

SCALE: 1" = 100'

ASSOCIATED & SONS, INC.

Killian Commons



Richland County & Woolpert

Road Maintenance

- Interstate
- SCDOT
- County Paved
- Private or Other



1 inch = 326 feet



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RICHLAND COUNTY
ADMINISTRATOR'S OFFICE

March 23, 2018

Mr. Gerald Seals
Richland County Administrator
2020 Hampton Street, Suite 4069
P.O. Box 192
Columbia, SC 29204

Re: Richland County Storm Drainage Easements within City of Columbia Limits

Mr. Seals:

The City of Columbia (City) and Richland County (County) have for some time been aware of an ownership and maintenance issue regarding County-owned storm drainage infrastructure within the City Corporate Limits. It is customary, in most cases, for County-owned storm drainage easements to be conveyed to the City upon annexation of the area into the City. However, several instances throughout the City exist in which these County easements were not conveyed to the City upon annexation. Therefore, these easements continue to be owned and maintained by the County.

Due to the fact that these areas are located within the City limits, and receive the typical City services, these areas would be best served by City operation of this storm drainage infrastructure. The City will accept these easements, on condition that they meet City Engineering standards prior to City acceptance. It is known to both the City and County that repairs are necessary to meet City Engineering standards in some of these cases.

City staff is available to work with County staff to create a comprehensive inventory of County-owned storm drainage easements within City limits, as well as to fully evaluate this infrastructure and determine repairs needed to meet City standards. Upon completion of all repairs, the City will accept these easements and own and maintain the infrastructure moving forward.

As always, the City is available to meet and discuss details further. Please contact Dana Higgins at 545-3285 at your convenience.

Sincerely,

Jeff Palen, Acting City Manager

Cc: Clint Shealy, Assistant City Manager
Dana Higgins, Director of Engineering
Robert Anderson, Director of Public Works

*Brand
Status?
G
4/9/18*

Jeff Palen • Assistant City Manager/Chief Financial Officer
1737 Main Street • P.O. Box 147 • Columbia, South Carolina 29217
Office: 803.545.4308 • jmpalen@columbiasc.net • www.columbiasc.net



RICHLAND COUNTY GOVERNMENT

Office of the County Administrator

Development & Services Committee Meeting Briefing Document

Agenda Item

Richland County Utility Systems – Sewer Rates

Background

The County’s Utilities Department provides water and sanitary sewer services in the unincorporated areas of the County via the Broad River and the Lower Richland Utility Systems. These systems are comprised of several County-owned and operated water and waste water treatment facilities.

Broad River Utility System

The Broad River system includes a County-owned waste water treatment facility (e.g., treatment plant, collection system) and Water distribution system.

- The Broad River Waste Water Treatment Plant was designed and constructed in 2007-08 and is permitted to treat 6 million gallons per day (MGD). The primary source of effluent to the plant is the residential neighborhoods in the northwestern area of the County. The system currently serves in excess of 12,000 customers. The waste water rate for the Broad River Wastewater system is \$44.54 monthly / \$133.62 quarterly per REU.
- The Broad River Water Distribution network, commonly referred to as the White Rock Water System, was designed and constructed in June 1988 and includes a full distribution system with a small number (20) of customers.
- The water service rate for the White Rock Water system, as detailed in the table below, is based off water usage.

1st 1,000 gallons Minimum base charge standard meter	\$20.00
Next 8,000 gallons	\$4.67/1,000 gallons

Next 11,000 gallons	\$4.37/1,000 gallons
Next 10,000 gallons	\$4.12/1,000 gallons
Next 30,000 gallons	\$3.87/1,000 gallons
Next 60,000 gallons	\$3.87/1,000 gallons

Lower Richland Utility System

The Lower Richland system includes a County-owned waste water treatment facility (e.g., treatment plant, collection system) and two (2) water distribution systems.

- The Eastover Waste Water Treatment Plant was designed and constructed in March 2012 and re-rated February 2016 to treat 0.75_ million gallons per day (MGD). The primary source of effluent to the plant is the residential neighborhoods in the southeastern area of the County, inclusive of the Town of Eastover. The system currently serves the Town of Eastover, a whole-sale customer; and one commercial customer, Kemira. The waste water rate for the Lower Richland Wastewater system is \$37.60 monthly / \$112.80 quarterly per REU.
- The Lower Richland Water Distribution network includes the Hopkins Water distribution network and the Pond Drive Water distribution network.
- The Hopkins Water distribution network receivership agreement was entered with the South Carolina Department of Health and Environmental Control (SCDHEC) to assume operations of one wastewater treatment facility and two community water systems that were abandoned by a private utility in July 2005 and the upgrade was designed and constructed in August 2012 and includes a full distribution system and serves 521 customers.
- The Pond Drive Water distribution network receivership agreement was entered with the South Carolina Department of Health and Environmental Control (SCDHEC) to assume operations of one wastewater treatment facility and two community water systems that were abandoned by a private utility in July 2005 and the upgrade was designed and constructed in August 2012 and includes a full distribution system and serves 30 customers.

- The water service rates for the Hopkins Water and Pond Drive water systems as detailed in the table below, are based off water usage.

1st 1,000 gallons Minimum base charge standard meter	\$20.00
Next 8,000 gallons	\$4.67/1,000 gallons
Next 11,000 gallons	\$4.37/1,000 gallons
Next 10,000 gallons	\$4.12/1,000 gallons
Next 30,000 gallons	\$3.87/1,000 gallons
Next 60,000 gallons	\$3.87/1,000 gallons

Issue(s):

The waste water and water fees are determined periodically by rate studies and are set at levels to recoup the projected expenses of the operations, maintenance, and upgrades, in a similar manner as a private business. All activity necessary to provide water and sewer service are accounted for each system, including but not limited to customer service, engineering, operations and maintenance. Given that the systems are designed to operate as a private business enterprise, the revenues and expenditures are accounted for through the Broad River and the Lower Richland enterprise funds.

The County’s utility enterprise fund is designed to be self-supporting through user fees or charges for services. However, historically, the expenditures for the Lower Richland utility system have been higher than its revenues. As such, annually, the Lower Richland utility system has been subsidized by the revenues generated by the Broad River utility system and the County’s General Fund. The amount subsidized has averaged a total of \$342,144 yearly over the past five (5) years, with subsidies for the Lower Richland Sewer and the Lower Richland Water averaging, \$172,801.60 and \$169,342.80, respectively. These subsidies conflict with the framework of a government enterprise fund, the County’s financial policies, and GAAP as the utility systems should be self-sufficient and should not rely on the County’s General Fund to address revenue deficits. There are several mitigating factors contributing to the aforementioned conflicts:

- The rates are not uniform. There is a difference between the sewer and water rates for each system. As noted above, the waste water and water rates for the Broad River system is higher than those rates for the Lower Richland system.

- The Broad River system generates more revenue and is able to cover the expenditures associated with the operations of the system. Whereas, the Lower Richland system does not generate enough revenue to account for the expenditures associated with the operations of the system.
- The need for the implementation of a water and sewer rate study. The recent preliminary rate study started one year ago. According to County policy, a rate study should be conducted every 3-5 years. Review of the archives attendant to this matter revealed that the County did not perform rates studies in accordance with its policy.
- Inadequate funding of the capital improvement / maintenance needs for both systems. The capital outlay for both utility systems have not been adequately funded, historically. This has contributed to failing infrastructure and the constant need to make emergency repairs.

Given the recent completion of the preliminary countywide rate study, along with the preliminary projection of long-term needs of the County's utility system, Council is facing a number of critical policy decisions. While the timeliness of those decisions cannot be understated, Council needs to review all of the available information and begin deliberations. Given the aforementioned issues, County staff recommends that Council approve proceeding with scheduling three Council work sessions in June 2018 to brief Council on its utility systems. Upon completion of the work sessions, staff will present this matter to Council through its normal Committee / Council vetting process to obtain direction with regard to the following policy initiatives:

1. **Proceeding or not proceeding with a combined utility system.** It is advantageous for the County to move towards a combined or regional utility system to provide uniformity in its rates for all of its customers. Further, a combined utility system will set the foundation for the County to move toward a county-wide sewer and water system which can eliminate the many "pockets" of sewer service countywide.
2. **The Capital Improvement Plan (CIP) schedule as it relates to the County utility infrastructure.** There are a number of utility system infrastructure related improvements and upgrades impacting the both utility systems via the County's Water and Sewer Master Plan which includes expansion projects. Further, there are planned capital expenditures, including R&R (refurbishment & replacement) for the assets and components of the utility system. Council will need to approve the CIP during its upcoming Biennium Budget II process, including the plan's funding sources. The development of the County's ten year CIP is underway, with a tentative completion date in the Fall 2018.
3. **Implementation of utility rate adjustments vis-à-vis the Wildan Rate Study.** As noted, the County's utility systems are designed to be self-supporting through user fees or charges for services. Completion of the countywide rate study will allow for the proper development of funding mechanisms for the Utility System CIP. **Once the CIP is completed and funding mechanisms are in place, then the rate adjustments can be implemented.** Further, if Council approves moving forward with a combined utility system, operating the utility system would allow for user rate / fee impact relief since the smaller systems could be supported from excess

revenues as opposed to transfers in or subsidies from the County's General Fund. Currently, without the subsidizing by the General Fund utility customers may face large rate / fee increases.

Fiscal Impact:

Past Legislative Action:

None.

Alternatives

1. Accept the briefing document for information and approve proceeding with scheduling three Council work sessions in July 2018 to discuss the County utility systems.
2. Do not accept the briefing document for information and approve proceeding with scheduling three Council work sessions in July 2018 to discuss the County utility systems.

Staff Recommendation

Staff recommends alternative 1.

Proposed by:

Richland County Administration

Date Proposed:

May 22, 2018



ALAN WILSON
ATTORNEY GENERAL

November 15, 2016

G. Lee Cole, Jr., Esq.
Town of Williamston Attorney
PO Box 315
Williamston, SC 29697

Dear Mr. Cole:

Our Office has received your opinion request regarding whether a county may require a municipality to be responsible for maintenance and repair of county roads located inside the corporate limits of a municipality. Specifically, you state the following:

[a] South Carolina municipality has, within its corporate limits, state maintained roads, roads that have been historically maintained by the county, and very few roads that have been built and maintained by the municipality. The municipality has never formally nor informally accepted the responsibility to repair or maintain any roads that have been historically maintained by the county, and the municipality considers these roads to be county roads. The municipality's position is that the maintenance and repair of said roads are the county's responsibility pursuant to S.C. Code Ann. Sec. 57-17-10, *et seq.* The county's position is that the repair and maintenance of said roads are the municipality's responsibility pursuant to S.C. Code Ann. Sec. 5-27-120.

Our understanding of your question is that the roads that you refer to as "county roads" were built and until recently, maintained by the county. The Town of Williamston has never repaired these "county roads." We will answer your question accordingly.

LAW/ANALYSIS:

We will begin our analysis by reviewing the language of sections 5-27-120 and 57-17-10 of the South Carolina Code and other related statutes. Section 5-27-120 addresses the repair of streets in municipalities which have a population of greater than 1,000¹ and it states:

[t]he city or town council of any city or town of over one thousand inhabitants shall keep in good repair all the streets, ways and bridges within the limits of the city or town and for such purpose it is invested

¹ According to its website, the Town of Williamston has a population of 3992. See <http://www.williamstonsc.us/about/>

G. Lee Cole, Jr., Esq.

Page 2

November 15, 2016

with all the powers, rights and privileges within the limits of such city or town that are given to the governing bodies of the several counties of this State as to the public roads.

S.C. Code Ann. § 5-27-120 (1976 Code, as amended).

Section 5-27-10 is pertinent because it grants municipal councils the power to establish and improve roads. It states:

[w]henver the mayor and aldermen of any city or the intendant and wardens of any town in this State shall think it expedient to widen, open, lay out, extend or establish any street, alley, road, court or lane, they may purchase the lot, lots or parts of lots of land necessary for such street, alley, road, court or lane, and the fee simple of such land shall be vested in such city or town for the use of the public from the day of delivery of the deed of sale.

S.C. Code Ann. § 5-27-10 (1976 Code, as amended).

Section 57-17-10 grants county councils control over public roads, which includes the repair of the roads. It provides:

[a]ll roads, highways and ferries that have been laid out or appointed by virtue of an act of the General Assembly, an order of court or an order of the governing body of any county are declared to be public roads and ferries, and the county supervisor and the governing body of the county shall have the control and supervision thereof. The county supervisor and governing body of the county may order the laying out and repairing of public roads where necessary, designate where bridges, ferries or fords shall be made, discontinue such roads, bridges and ferries as shall be found useless and alter roads so as to make them more useful.

S.C. Code Ann. § 57-17-10 (1976 Code, as amended).

Additionally, county councils are required by statute to repair the roads in the county. Section 57-17-10 states:

[t]he governing body of each county shall take charge of and superintend the repair of the highways in the county. The bridges shall be repaired under its supervision, and the expense thereof shall be paid out of the money in the county treasury raised and appropriated for this purpose.

S.C. Code Ann. § 57-17-70 (1976 Code, as amended).

The language of section 5-27-120 is plain and clear that municipal councils in municipalities having a population greater than 1000 shall repair the streets within the municipal limits.² The court in Vaughan v.

² In a prior opinion, we discussed some principles of statutory construction:

Town of Lyman, 370 S.C. 436, 635 S.E.2d 631 (2006), agrees with this conclusion, stating that “section 5-27-120 “clearly defines the duty to the general public of a municipality to maintain its streets.” The issue appears to be whether county councils can also be responsible for repairing roads which are located within the limits of a municipality.

In a February 25, 1988 opinion, our Office discussed how “it is settled law that counties and municipal corporations have only such powers as are granted to them by legislative enactment.” Op. S.C. Atty. Gen., February 25, 1988 (1988 WL 383501) (quoting Williams, et al. v. Wylie, et al., 217 S.C. 247, 60 S.E.2d 586 (1950); 56 Am.Jur.2d, Municipal Corporations, etc., Section 193)). The South Carolina Constitution requires the Legislature to equip counties with certain powers, duties, and functions and it provides:

[t]he General Assembly shall provide by general law for the structure, organization, powers, duties, functions, and the responsibilities of counties, including the power to tax different areas at different rates of taxation related to the nature and level of governmental services provided.

S.C. Const. art. VIII, § 7.

In response to the State Constitution, the Legislature enacted section 4-9-30, which grants county councils certain powers, including the right to “make appropriations for functions and operations of the county, including, but not limited to, appropriations for general public works, including roads. . . .” S.C. Code Ann. § 4-9-30(5)(a)(1976 Code, as amended).

Similarly, the State Constitution requires the Legislature to provide municipalities with powers, duties, and functions. S.C. Const. art. VIII, § 9 states that “[t]he structure and organization, powers, duties,

“[t]he cardinal rule of statutory construction is to ascertain and effectuate the intent of the legislature.” Hodges v. Rainey, 341 S.C. 79, 86, 533 S.E.2d 578, 581 (2000). “[Courts] will give words their plain and ordinary meaning, and will not resort to a subtle or forced construction that would limit or expand the statute’s operation.” Harris v. Anderson County Sheriff’s Office, 381 S.C. 357, 362, 673 S.E.2d 423, 425 (2009). “If a statute’s language is plain, unambiguous, and conveys a clear meaning, then the rules of statutory interpretation are not needed and a court has no right to impose another meaning.” Strickland v. Strickland, 375 S.C. 76, 85, 650 S.E.2d 465, 472 (2007). “[S]tatutes must be read as a whole, and sections which are part of the same general statutory scheme must be construed together and each one given effect, if reasonable.” State v. Thomas, 372 S.C. 466, 468, 642 S.E.2d 724, 725 (2007). “[C]ourts will reject a statutory interpretation that would lead to an absurd result not intended by the legislature or that would defeat plain legislative intention.” State v. Johnson, 396 S.C. 182, 189, 720 S.E.2d 516, 520 (Ct.App. 2011).

Op. S.C. Atty. Gen., September 18, 2013 (2013 WL 5494616).

functions, and responsibilities of the municipalities shall be established by general law. . . .” The Legislature granted powers to municipalities through section 5-7-30, which provides:

[e]ach municipality of the State, in addition to the powers conferred to its specific form of government, may enact regulations, resolutions, and ordinances, not inconsistent with the Constitution and general law of this State, including the exercise of powers in relation to roads, streets. . . .

S.C. Code Ann. § 5-7-30 (1976 Code, as amended).

In our 1988 opinion, we discussed how sections 4-9-30³ and 5-7-30 granted police power to both counties and municipalities (although a municipality can only exercise its police power within the territory of the municipality). See Op. S.C. Atty. Gen., February 25, 1988, supra. Specifically discussing section 5-7-30, we determined that county councils can not exercise their police power within the territorial limits of municipalities without the consent of the municipal councils. Our explanation was that:

[t]his express grant of police power to municipalities, coupled with the apparent lack of any express grant of power to counties to regulate matters within municipalities, militates against any notion that a county, without first obtaining the agreement or permission of a municipality situated within geographic boundaries of the county, may extend its police power to reach matters occurring within the territorial limits of the municipality.

Id.

We further explained in our opinion that:

[t]his Office has, on several occasions, expressed its belief that a county's exercise of police power is restricted to the unincorporated areas of the county. In an opinion dated October 2, 1984, the ‘intent of the General Assembly to recognize the autonomy of a municipality within its borders and likewise recognizes the autonomy of the county within the unincorporated areas of the county’ was discussed. Likewise, in an opinion dated May 21, 1987, we concluded that a Richland County anti-smoking ordinance would be of no effect for facilities of the Richland County Recreation Commission located within a municipality of the county.

Our beliefs are in accordance with the general law on this issue. Counties and cities are viewed as co-equal political subdivisions which are independent of each other politically, geographically, and governmentally. City of Richmond v. Board of Supervisors of Henrico County, 199 Va. 679, 101 S.E.2d 641 (1958); Murray v. City of Roanoke, 194 Va. 321, 64 S.E.2d 804 (1951).

³ Section 4-9-30 was referred to in the opinion as section 4-9-10, et seq., Act 283, and the Home Rule Act.

Id.

Furthermore, case law shows that, as a result of sections 5-27-120 and 5-27-10 (and their prior versions), municipal councils are in control of the roads located within their municipal limits and they have the power to regulate and manage such roads. Our State Supreme Court explained in Leonard v. Talbert, 222 S.C. 79, 83–84, 71 S.E.2d 603, 604–05 (1952) that:

[o]rdinarily, county authorities have no power to control streets within municipalities, except where the statute so provides. Martin v. Saye, 147 S.C. 433, 145 S.E. 186. In this State, as in most States, there are statutes vesting such control in the corporate authorities of cities and incorporated towns. The usual effect of such statutes is to transfer from the county authorities to the municipality the power to regulate and control highways located therein. Chapman v. Greenville Chamber of Commerce, 127 S.C. 173, 120 S.E. 584, 587.⁴

Our State Supreme Court opined in Whitlock v. Town of Jonesville, 111 S.C. 391, 98 S.E. 142, 142 (1919), that section 2951 of the Code of 1912 (now section 5-27-120) “gives city councils the same rights in the management of its streets as are given to county boards of commissioners.” The court examined section 1932 of the Code of 1912 (now section 57-17-10), which gave “to the county boards of commissioners the right ‘to discontinue such roads, bridges and ferries as shall be found useless, and to alter roads so as to make them more useful’” and found that a town council had the same right to alter a road as a county council did under then section 1932.

After reviewing the law, our opinion is that the municipality, and not the county, is responsible for the maintenance and repair of the roads located inside its corporate limits. The Legislature granted municipal councils police power over roads and streets located within the municipal limits. As previously stated, section 5-27-120 requires the municipal councils of municipalities of a certain size to repair the streets within their municipal limits⁵. Section 5-27-120 also grants municipal councils the same control and

⁴ When reaching its conclusion, the court in Chapman v. Greenville Chamber of Commerce, *supra* considered section 2951 of the Code of 1912, which was a prior version of section 5-27-120, and which stated that the municipal council was vested “with all the powers, rights and privileges within the limits of said city that are now given, or that may hereafter be given to the county board of commissioners of the several counties of this state as to the public roads.” The court also considered section 2926 of the Code of 1912, which was a prior version of section 5-27-10, and which stated that “the said city council shall have, and is hereby given, the further authority to lay out and open new streets in said city, and to close up, widen, or to otherwise alter those now in use, or those which may hereafter be established, whenever, in their judgment, the same may be necessary for the improvement or convenience of said city.”

⁵ As section 5-27-120 specifically directs municipal councils to “repair all the streets, ways and bridges within the limits of the city or town,” we believe it is irrelevant if the municipal streets were laid out or appointed by General Assembly act, court order, or county council order, as provided for in section 57-17-10. See Op. S.C. Atty. Gen., July 11, 2008 (2008 WL 3198122) (quoting Capco of Summerville, Inc. v. J.H. Gayle Constr. Co. Inc., 368 S.C. 137, 142, 628 S.E.2d 38, 41 (2006)) (“[w]here there is one statute addressing an issue in general terms and another statute dealing with the identical issue in a more specific and definite manner, the more specific statute will be considered an exception to, or a qualifier of, the general statute and given such effect”); Op. S.C. Atty. Gen., March 20, 2006 (2006 WL 981695) (quoting Criterion Insurance Company v. Hoffman, 258 S.C. 282, 188 S.E.2d 459 (1972); Op. Atty. Gen. dated August 5, 1986)) (“[i]t is a rule of statutory construction that general and specific

supervision over the city streets as the county councils have over the public roads, and the same rights to lay out, repair, discontinue, and alter the city streets under section 57-17-10.

We believe that county councils are only responsible for repairing roads which are in unincorporated areas of the county. Section 57-17-10 expressly states that county councils are responsible for repairing highways in the county. The Legislature did not grant county councils the ability to exercise any power within the territory of a municipality without the permission of the municipal council. And as we stated in our February 25, 1988 opinion, “[a]s a governmental entity of the state, a county possesses only such powers as are expressly or impliedly conferred upon it by constitutional provisions or legislative enactments; and powers not conferred are just as plainly prohibited as though expressly forbidden.” 20 C.J.S. Counties, Section 49, pp. 802–803. Op. S.C. Atty. Gen., February 25, 1988, supra.

Our conclusion is supported by other provisions of law which recognize the autonomy of municipalities. In our prior opinion, we opined that in section 4-9-40, “the legislature, itself, seems to have, at least, implicitly recognized a limitation on the authority of counties to act within the boundaries of municipal corporations.” See Op. S.C. Atty. Gen., February 25, 1988, supra. Section 4-9-40 grants the county the ability to contract for services within municipalities. It states:

[a]ny county may perform any of its functions, furnish any of its services within the corporate limits of any municipality, situated within the county, by contract with any individual, corporation or municipal governing body, subject always to the general law and the Constitution of this State regarding such matters. *Provided*, however, that where such service is being provided by the municipality or has been budgeted or funds have been applied for that such service may not be rendered without the permission of the municipal governing body.

S.C. Code Ann. § 4-9-40 (1976 Code, as amended).

As shown above, a function of the county is roads. See S.C. Code Ann. § 4-9-30(5)(a), supra. Therefore, a county council would have to contract with a municipal council in order to repair roads within the municipal limits.

Furthermore, the State Constitution allows political subdivisions to jointly administer functions and exercise powers. Article VIII, section 13 of the S.C. Constitution provides:

(A) Any county, incorporated municipality, or other political subdivision may agree with the State or with any other political subdivision for the joint administration of any function and exercise of powers and the sharing of the costs thereof.

(B) Nothing in this Constitution may be construed to prohibit the State or any of its counties, incorporated municipalities, or other political

statutes should be harmonized if possible. However to the extent of any conflict between the two, the special [sic] statute usually prevails”).

G. Lee Cole, Jr., Esq.
Page 7
November 15, 2016

subdivisions from agreeing to share the lawful cost, responsibility, and administration of functions with any one or more governments, whether within or without this State. . . .

S.C. Const. art. VIII, § 13.

In our 1988 opinion, we concluded, regarding Article VIII, section 13, that:

[c]learly, by these provisions, counties and municipal corporations may agree to jointly administer services or exercise powers. By reasonable implication, a county could not exercise power within an incorporated municipality unless such an agreement existed or, in effect, the municipality has assented to the county's exercise of power.

Op. S.C. Atty. Gen., February 25, 1988. supra.

CONCLUSION

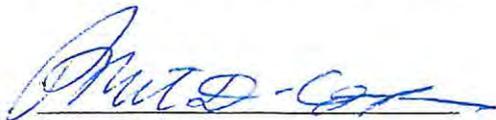
Our opinion is that the municipality, and not the county, is responsible for the maintenance and repair of the roads located inside its corporate limits. We believe that county councils are only responsible for repairing roads which are in unincorporated areas of the county. As section 5-27-120 clearly and specifically directs municipal councils to “repair all the streets, ways and bridges within the limits of the city or town,” we believe it is irrelevant what political subdivision built or traditionally maintained the streets.

Sincerely,



Elinor V. Lister
Assistant Attorney General

REVIEWED AND APPROVED BY:



Robert D. Cook
Solicitor General



**Development & Services Committee Meeting
Briefing Document**

Agenda Item

Proposed District 9 Neighborhood Master Plan – “Pontiac”

Background

The Neighborhood Improvement Program was established by County Council in Fiscal Year 2004 to coordinate and fund Neighborhood Master Plans [NMP] and improvement projects in Richland County. On March 1, 2005, County Council approved the first 10 priority focal areas for Neighborhood Master Planning. The table below displays the completed Master Planning Areas, along with the date each plan was adopted by County Council.

Master Planning Area	Date Adopted
Southeast Richland Neighborhoods	1/3/2006
Broad River Neighborhoods	10/19/2006
Decker Blvd / Woodfield Park	7/10/2007
Candlewood	3/12/2009
Crane Creek	1/19/2010
Trenholm Acres / Newcastle Neighborhoods	1/19/2010
Broad River Road Corridor and Community	12/14/2010
Lower Richland	3/18/2014
Spring Hill	3/18/2014
Capital City Mill District (Olympia)	11/14/2017
Other County Planning Efforts	Funded by
Ridgewood Master Plan	Community Development
Arthurtown Revitalization	Community Development

On March 1, 2016, the honorable Julie-Ann Dixon brought forth the following motion:

“I move that the Richland County Neighborhood Improvement Program develop a set of criteria for determining the necessity of future Neighborhood Master Plans in unincorporated Richland County and that staff begin their analysis with District 9 no later than the end of the calendar year [December 31, 2016].

Administrative Policy 2016-5, Future Master Plan Criteria, addresses the first of two actions requested via the aforementioned motion by setting forth criteria for assessing the necessity of future NMPs in unincorporated Richland County, which is essential to the progression of the program and the targeted, lucrative revitalization and/or conservation of areas within unincorporated Richland County.

In keeping with the second phase of the motion put forth by past Councilwoman Julie-Ann Dixon, Neighborhood Improvement Program staff pursued the feasibility and appropriateness of a new NMP in District 9.

NMPs serve to catalyze targeted revitalization and/or conservation efforts in designated areas of unincorporated Richland County in accordance with the vision, goals and objectives of PLAN Richland County, the 2015 Comprehensive Plan. The general area tentatively titled *Pontiac* within District 9 has been identified as the area with the greatest potential of benefiting from such efforts, per analyses conducted according to the criteria established in Administrative Policy 2016-5. Preliminary analyses and evaluation reveal that the strengths, weaknesses, opportunities and threats within the Pontiac area are such that it would benefit greatly from the establishment of a shared vision, development goals and focused community services.

Various communities, which could benefit from a Master Plan, were identified throughout District 9, two of which rose to the top as exhibiting the greatest ability to benefit from and support the neighborhood master planning process. Further analyses revealed one area was of greater need and ability. This area, Pontiac, which is off Clemson Road east of Two Notch Road, west of the City of Columbia and east of the Village at Sandhill and Clemson Extension, was selected to undergo full analysis via the application of Administrative Policy 2016-5.

Upon completion of the analysis, Pontiac received a yellow, green and yellow for the three evaluation criteria of substructure, scale and cost-benefit, respectively. This provides a final, favorable rating of yellow, which per policy, moves forward with a recommendation from staff to move forward in conducting a neighborhood master planning process as funding allows.

Issues

N/A

Fiscal Impact

Limited; the fiscal impact of undertaking a new Neighborhood Master Plan would be provided from the ½ millage which the Neighborhood Improvement Program receives as part of the Neighborhood Redevelopment fund. If a subsequent plan is then adopted, any future implementation projects will be paid out of the same funding source, with no to little fiscal impact on the County's General Fund.

Past Legislative Actions

None.

Alternatives

1. Begin the process for a new District 9 Neighborhood Master Plan tentatively titled "Pontiac."
2. Do not begin the process for a new District 9 Neighborhood Master Plan tentatively titled "Pontiac."

Staff Recommendation

Staff recommends moving forward with the process of establishing a new District 9 Neighborhood Master Plan tentatively titled "Pontiac," where community input toward vision, goals and services can be obtained.

Submitted by: Tracy Hegler, Community Planning & Development Director

Date: June 15, 2018

ATTACHMENT 1:

Administrative Policy 2016 -5: Future Master Plan Criteria; Neighborhood Improvement Program



RICHLAND COUNTY GOVERNMENT

Office of the County Administrator

ADMINISTRATIVE POLICY 2016 - 5

To Richland County Department Directors
From Gerald Seals, County Administrator
Date December 16, 2016
Subject Future Master Plan Criteria, Neighborhood Improvement Program

The County's Neighborhood Improvement Program [NIP] was established by County Council in Fiscal year 2004 to draft and implement Neighborhood Master Plans and improvement projects in Richland County. On March 1, 2005, County Council approved the first 10 priority focal areas for Neighborhood Master Planning.

On March 1, 2016, the honorable Julie- Ann Dixon brought forth the following motion:

"I move that the Richland County Neighborhood Improvement Program develop a set of criteria for determining the necessity of future Neighborhood Master Plans in unincorporated Richland County and that staff begin their analysis with District 9 no later than the end of the calendar year [December 31, 2016]."

As NIP is, for the first time since its inception, in a phase of deliberate implementation, staff also recognizes a need to proactively prepare for the possibility of drafting future Neighborhood Master Plans. The establishment of a set of criteria for assessing the necessity of future Neighborhood Master Plans in unincorporated Richland County is essential to the progression of the program and the targeted, lucrative revitalization and/or conservation of areas of the County in accordance with the prescriptions of the 2015 Richland County Comprehensive Plan update.

Given that planning standards continue to evolve, these guidelines are subject to updates via NIP staff, and will be reissued to County staff accordingly. The purpose of this memorandum is to formally authorize and adopt these guidelines as an administrative policy of Richland County Government.



**RICHLAND COUNTY
GOVERNMENT**
Office of the County Administrator

Thank you for your continued dedication and service to the citizens of Richland County.

In the Spirit of Excellence,

A handwritten signature in blue ink, appearing to read 'Gerald Seals', is written over a large, stylized blue circular graphic that resembles a stylized 'S' or a pair of overlapping loops.

Gerald Seals
County Administrator



Master Plan Qualification Criteria

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A. Background

On March 1, 2016, the honorable Julie-Ann Dixon brought forth the following motion:

“I move that the Richland County Neighborhood Improvement Program develop a set of criteria for determining the necessity of future Neighborhood Master Plans in unincorporated Richland County and that staff begin their analysis with District 9 no later than the end of the calendar year [December 31, 2016].”

The Neighborhood Improvement Program was established by County Council in Fiscal Year 2004 to coordinate and fund Neighborhood Master Plans and improvement projects in Richland County. On March 1, 2005, County Council approved the first ten (10) priority focal areas for Neighborhood Master Planning, which were established at the onset of the program. There has since been no mechanism in place to assess the need for future planning efforts in unincorporated Richland County; thus Councilwoman Dixon’s motion.

The below table displays the completed master plans, along with the date each was adopted by County Council.

Master Planning Area	Date Adopted
Southeast Richland Neighborhoods	1/3/2006
Broad River Neighborhoods	10/19/2006
Decker Blvd / Woodfield Park	7/10/2007
Candlewood	3/12/2009
Crane Creek	1/19/2010
Trenholm Acres / Newcastle Neighborhoods	1/19/2010
Broad River Road Corridor and Community	12/14/2010
Lower Richland	3/18/2014
Spring Hill	3/18/2014
Mill District (Olympia)	<i>In progress</i>

B. Purpose

As the Neighborhood Improvement Program is at the time of the drafting of this document, for the first time since its inception, in a phase of deliberate implementation, staff also recognizes a need to proactively prepare for the possibility of drafting future plans.

The establishment of a set of criteria for assessing the necessity of future Neighborhood Master Plans in unincorporated Richland County is, therefore, essential to the progression of the program and the targeted, lucrative revitalization and/or conservation of areas of unincorporated Richland County in accordance with the prescriptions of the recently updated Richland County Comprehensive Plan.

As such, County Council approved an ROA wherein it was requested that a set of criteria for determining the necessity of future Neighborhood Master Plans in unincorporated Richland County be established with the intent of ensuring that Neighborhood Redevelopment funding is appropriately allocated to areas of unincorporated Richland County that exhibit the greatest need and ability to benefit from master planning efforts.

C. Master Planning Goals

Each Neighborhood Master Plan, while unique, may contain similar elements and should focus on common goals such as:

- Providing increased flexibility and, consequently, more creative and imaginative design than is generally possible under conventional zoning regulations and/or ordinances.
- Promoting and protecting neighborhood character to create place.
- Promoting a more economical and efficient use of land by providing for coordination of necessary infrastructure, site amenities and protection of open space and natural systems by way of looking forward and anticipating growth and development patterns.
- Promoting more economical and efficient use of land while providing opportunities for development that is compatible with the constraints of the land, critical areas, transportation systems, community needs and market conditions.
- Encouraging clustering and/or pairing of appropriate densities while allowing for variety in typologies and services to achieve a well-functioning, compact and efficient style of development suitable for the setting for which it is planned.
- Fostering a development pattern that results in the design and construction of an interconnected system of pedestrian and bicycle trails and facilities linking residential neighborhoods with open spaces, recreation areas, transportation corridors and retail and employment opportunities.
- Promoting compact growth patterns to more efficiently use developable land.
- Fostering the development of mixed-use areas that are properly oriented, scaled and designed to be compatible with surrounding land uses and restrictions.

D. Evaluation Criteria

Neighborhood Improvement staff will initiate evaluations of potential master plan areas for fitness or ability to benefit from planning processes based on the following criteria:

a. Scale:

A Neighborhood Master Plan should support the strategic long range vision set forth in the County Comprehensive Plan, being of a scale that allows a more in depth exploration of principles established therein.

Neighborhood Master Plans should, therefore, be limited to areas that fit within a ¼ mile radius from an identified central point or those that include a maximum of three [3] neighboring communities with easily recognizable or established boundaries. Because an essential task of the Neighborhood Master Plan is to offer place-specific implementation strategies, smaller scale planning areas are critical as they allow for a more thorough investigation of issues and more effective planning processes.

Neighborhoods that are smaller than ¼ mile or three [3] neighboring communities will be required to first implement the Neighborhood Master Plan Tool Kit developed by Neighborhood Improvement staff that guides communities through the establishment of their own mission, vision and master plan. NIP staff will support communities in this effort and monitor their progress. Should it be determined after a period of two [2] years of self-drafted plan implementation that a smaller community remains in need of further aid, an evaluation for the necessity of a full Neighborhood Master Plan may be conducted.

b. Substructure:

The evaluation of substructure should determine that there exist, within the proposed planning area, the appropriate foundational elements on which to build that suggest a positive yield on the investment(s) of the planning process.

This criterion is a means by which to evaluate social capital, specifically. Neighborhood planning focuses on establishing neighborhood character, improving civic infrastructure and empowering communities for effective leadership. This means that the most successful neighborhood master plans are those championed by an active and engaged constituency.

As this is such a critical component in the success of a plan post adoption, it must also be considered a criterion for its completion. Prospective planning areas must have an established social network as an impetus for plan development to include (a) neighborhood organization(s), (an) active homeowners association(s), (a) community club or other organized group(s) of County citizens who will be responsible for remaining engaged and aiding in plan implementation post adoption.

c. Cost Benefit

The Neighborhood Improvement Program was created by County Council to draft and implement Neighborhood Master Plans in fiscal year 2004. Since its inception, not only has NIP drafted and begun implementation of ten [10] Neighborhood Master Plans but Richland County also continues to prosper and is now home to over 400,000 residents, all of whom the program is obligated to serve equally. As such, cost benefit analysis is a critical component of evaluation as it allows for proactive measures to be taken to ensure that as many citizens as possible have access to the resources offered by Neighborhood Improvement while operating within the program's allocated funding.

There are two aspects of cost benefit to be considered in the neighborhood master planning process and the assessment of whether or not it is feasible to plan a proposed area. The first is projected project cost or initial cost [Cost Benefit I]. The initial evaluation should not attempt to arrive at actual figures but instead should assign estimates of low, medium, high based on the types of interventions noted as needing to occur in a preliminary analysis of the area.

Any study area returning analyses showing excessive need, to be defined as six [6] or more projects with more than fifty percent [50%] receiving a high cost estimate should be deemed too costly to pursue unless alternate funding is identified prior to the plan being drafted.

Secondarily, the cost of maintaining systems [Cost Benefit M] in a state of good repair throughout the lifetime of the plan; to be defined as twenty [20] years, is an additional aspect of cost that must be considered when evaluating a prospective planning area.

Maintenance costs should also be estimated on a low, medium, high scale during preliminary analyses. Analyses showing excessive need, to be defined as four [4] or more systems with more than fifty percent [50%] receiving a high cost estimate should be deemed too costly to pursue unless alternate funding is identified prior to the plan being drafted.

	GREEN	YELLOW	RED
SCALE	study area = ¼ mile radius	study area > ¼ mile radius but < three [3] neighborhoods	Study area > ¼ mile radius and > three [3] neighborhoods
SUBSTRUCTURE	active, organized associations	identified residents interested in forming an organization/ association	no active association/ organization or interested residents identified
COST BENEFIT I	low need	moderate need	excessive need
COST BENEFIT M	low need	moderate need	excessive need

Cost Benefit	
Low	Less than \$100K
Medium	\$100K - \$250K
High	\$250K and up

E. Cultural and Community Planning Principles

In addition to the aforementioned evaluation criteria and master plan goals, proposed master plans should also prove in initial analyses the capacity to effectively address a majority of the following principles:

- **Access:** Potential master plan study areas should be those whose services and facilities would be in locations that would optimize accessibility for all users and provide access which has a significant impact on the overall quality of life of all residents.
- **Equity:** Potential master plan study areas should be those that would benefit a diverse group of residents, workers and visitors via the planning process. In planning for the provision of community and cultural facilities, consideration should be given to cultural diversity and increased access to facilities that promote the aforementioned.
- **Collaboration:** The success of the planning process relies heavily on collaboration. Therefore, potential master plan areas should be those that exhibit the potential for active involvement of the community including social, cultural and commercial groups as well as other government and non-government agencies.
- **Safety:** Potential master plan study areas should be those that have moderate community safety issues that can be addressed via planning processes such as enhanced access management and infrastructure, neighborhood watch or other implementations capable of being remedied via the prescriptions of a Neighborhood Master Plan.
- **Innovation:** Potential master plan study areas should be those communities that are dynamic and exhibit a propensity for innovation and an ability to be adaptable to change. Communities most suitable for planning efforts are those that are flexible and provide opportunities for adapting systems and facilities to meet changing needs through the life cycle of their neighborhoods and allow for innovative approaches to management that promote opportunities for partnership and thereby welcome the planning process.

- **Sustainability:** Potential master plan study areas should be those whose amenities contribute to a diverse, support community and an efficient, healthy and livable system of neighborhoods. In order to meet commitments to ecological, social and economic sustainability, these communities should exhibit the ability to respond positively to the aforementioned cultural and community planning principles.
- **Amenity:** Neighborhood planning aims to be functional, people oriented, user friendly, welcoming and attractive to residents and businesses. Potential master plan study areas should be those who exhibit the same characteristics, or have the ability to be transformed in to areas that do, within the lifespan of a Neighborhood Master Plan, given the existing financial and staffing constraints.
- **Value Management:** Neighborhood planning is based on an approach that includes stakeholder participation, an integrated planning process and needs analysis; development and determination of options, evaluation and recommendations for implementation. Efficient and effective neighborhood planning is achieved through cost effective use of available resources to deliver the greatest possible value for monetary outcomes. In this context, cultural and community planning principles play a vital role in establishing a baseline for assessing which potential planning study areas should be priority. Monitoring and evaluation are continuous and ongoing processes that should be undertaken within the pre-established framework of the Neighborhood Improvement Program.

F. Clarifying the Evaluation

Evaluation of each prospective planning area should consider all aforementioned criteria, goals and principles to ensure a comprehensive analysis is performed. To move forward from the evaluation phase, the conclusion of all analyses must be a favorable evaluation. In order for a proposed master plan to receive a favorable evaluation, it must minimally receive a determination of “yellow” from staff. In order to obtain a determination of “yellow,” a master plan proposal may not receive a rating of “red” in more than one of the three evaluation criteria as to do so automatically makes it impossible to average the “yellow” determination needed to move forward favorably.

Below is an example of combinations of scoring that would move a proposal forward favorably.

- *Green; Green; Green*
- *Green; Yellow; Yellow*
- *Yellow; Yellow; Yellow*
- *Green; Yellow; Red*

	GREEN	YELLOW	RED
SCALE	study area = ¼ mile	study area > ¼ mile but < three [3] neighborhoods	study area > ¼ mile and > three [3] neighborhoods
SUBSTRUCTURE	active, organized associations	identified residents interested in forming an organization/ association	no active association/ organization or interested residents identified
COST BENEFIT I	low need	moderate need	excessive need
COST BENEFIT M	low need	moderate need	excessive need

***Note:** *Cost Benefit I should be combined with Cost Benefit M to arrive at a single Cost Benefit average as Cost Benefit, while having two parts, is counted once toward the evaluation.*

ATTACHMENT 1:

Administrative Policy 2016 -5 Analysis; Pontiac Neighborhood Master Plan Report



RICHLAND COUNTY GOVERNMENT

Community Planning & Development

REPORT

Executive Summary

Neighborhood Improvement Program staff has been tasked with determining the feasibility of a future Neighborhood Master Plan located in Council District 9. This process was conducted following the guidelines set forth in *Administrative Policy 2016-5: Future Master Plan Criteria*, which establishes the mechanism by which to gauge a proposed Master Plan area via scale, substructure and cost-benefit associated with it. Likewise, the policy clarifies that any localized planning effort conducted by Neighborhood Improvement should coincide with the broader prescriptions adopted in the County's 2015 Comprehensive Plan. All of this serves to provide a means by which to develop place-based goals and objectives toward targeted revitalization and/or conservation of local communities.

The potential Neighborhood Master Plan for District 9 has been identified as the Pontiac area located in northeast Richland County. The proposed boundary consists of the area east of the CSX rail line along Two Notch Road, south of Spears Creek Road, west of the City of Columbia's jurisdictional boundary, and north of and including the Royal Pines Estates subdivision southern edge. Clemson Road bisects the area creating a distinct northern and southern division. The boundary area is approximately 800 acres or 1.25 mi². Two distinct residential neighborhood areas, Spears Creek Mobile Home Community and Royal Pines Estates, are located within the boundary. The scale of the Pontiac Neighborhood Master Plan as described by the aforementioned boundaries achieves a favorable, yellow ranking per the Future Master Plan Criteria.

Initial research reveals only one active community group within the proposed boundary – The Royal Pines Estates community association. The community association meets regularly at the Free Mason's Temple located within the neighborhood. Because they are an active, organized association it qualifies as a highly favorable, green ranking for the substructure criterion.

A total of fourteen [14] possible neighborhood interventions have been identified with the potential to be incorporated into the Neighborhood Master Plan, based on future public input and feedback. These interventions address various needs and issues perceived as currently existing within the boundary area. The interventions satisfy the cost-benefit criterion which is two-fold in nature. It examines both initial and maintenance costs for systems and services. These are ranked separately and averaged together for the qualifying score. The cost-benefit criterion averaged to be a yellow, favorable ranking.

Likewise, eight community planning and cultural principles are to be incorporated into the Neighborhood Master Plan itself. All of the principles are addressed via the potential District 9 Master

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Plan in some fashion. Satisfactory inclusion of these principles helps in further establishing a favorable evaluation beyond the criteria ranking determination.

Based on the overall evaluation, the Pontiac Neighborhood Master Plan has obtained a favorable ranking of yellow, with a recommendation to proceed with the process of establishing a full Neighborhood Master Plan.

Introduction & Background

Neighborhood Improvement Program [NIP] staff has been tasked with determining the feasibility of a District 9 Neighborhood Master Plan [NMP]. NIP staff have undertaken this process following the guidelines set forth by *Administrative Policy 2016-5: Future Master Plan Criteria, which is the methodology for determining the applicability of future NMPs*.

Initially, two general areas were identified for the possibility of undergoing the aforementioned evaluation criteria. After a preliminary examination of the two areas and meetings regarding the potential course of action, one was evidenced as being of greater need and exhibiting the ability to benefit more from a NMP. The selected area has since undergone a full evaluation as documented in this report. The potential District 9 NMP is tentatively titled Pontiac in this document and subsequently as the process moves forward, wherein a more definitive name may be determined.

Pontiac is concentrated on the areas surrounding Clemson Rd east of Two Notch Rd (including the area between the CSX rail line and Two Notch) and west of Columbia's municipal jurisdiction. The boundary includes two different neighborhoods identified as Spears Creek Mobile Home Community and Royal Pines Estates, as well as relevant surrounding areas.

The purpose of NMPs is to catalyze targeted revitalization and/or conservation of designated areas within unincorporated Richland County. As such, the NMP is not to stand alone, but must be developed in accordance with the prescriptions set forth in the Comprehensive Plan. Coordination with the Comprehensive Plan should allow for further enrichment of NMP goals where the broader, general ideas become more focused and place-driven through the planning process.

The Pontiac planning area is ripe with opportunity. The portion of Clemson Rd located within the potential NMP boundary is designated as a "Mixed Use Corridor" in the Future Land Use element of the 2015 Comprehensive Plan update. The "Mixed Use Corridor" designation focuses on transitioning suburban commercial corridors and traditional strip commercial development to mixed-use corridors connecting activity centers. Additionally, the designation is enhanced by the proximate Community Activity Center at the intersection of Two Notch Rd and Clemson Rd., which includes the Village at Sandhill, Clemson University Extension, and the defunct Richland County Northeast Industrial Park. These components both allow greater potential for development and investment to occur, but also provide active amenities and services with an opportunity for enhanced connectivity as pertains to NMP communities.

As stated earlier, NMPs will provide more specific place-based goals and objectives toward revitalization and/or conservation. Every NMP is unique to itself, with specific concepts, interventions, and strategies for improving the communities being served. The Pontiac NMP should provide creative and imaginative design beyond the base zoning classifications; allow for place-making and the advancement of neighborhood character; catalyze development of necessary amenities and infrastructure based on market conditions, anticipated growth and development pattern; utilize site-specific development that conforms to the constraints of the land and natural environments; encourage clustering of appropriate uses and densities for more efficient development; and foster connectivity among pedestrian facilities

between neighborhoods, recreation zones, open spaces and employment and commercial opportunities within the NMP

Per the policy, three criteria are to be used in determining the fitness and ability to benefit from the planning process. The first criterion is scale, whereas it should be appropriate to support in-depth exploration of principles established via the Comprehensive Plan. The next criterion is substructure, which demonstrates the foundational elements for supporting the implementation of a plan via social networks and capital. The final criterion consists of a dual structure cost benefit, so as to measure the ability to justifiably fund the NMP. Evaluation criteria form the basis by which the NMP shall be evaluated as to whether the process should continue or not be pursued further. The various criteria are scored qualitatively, using measures of green (highly favorable), yellow (favorable) and red (not favorable). Minimal approval is an average favorable rating of *yellow*. An automatic non-favorable evaluation occurs when at least two or more components receive a *red* rating as it would then be impossible to achieve an average of yellow.

In addition to the three evaluation criteria, NMPs should address various community planning principles. Eight principles are applied when evaluating a neighborhood planning process such as this. These principles should be included as facets of the plan itself, being present and acknowledged, while strategies, interventions and programs should work toward advancing the principles further in some manner. These principles are access, equity, collaboration, safety, innovation, sustainability, amenity and value management.

Evaluation Criteria

Scale. Scale is a means by which to ensure future NMPs are of a manageable size. An area must be scaled appropriately for master planning to be impactful. Two issues with scale arise. One is the issue of size, or overall area, whereas it may encompass too great of an expanse so as to spread resources too thin for too many issues or people. The other is the inverse where an area is too small an expanse to have a lasting impact. Another issue, similar to the first, deals with the amount and contiguity of neighborhoods, as neighborhoods normally have specific issues and dynamics that occur within them, so a larger area with too many neighborhoods poses problems for implementing or conducting a NMP in an efficient and effective manner. Scale, therefore, becomes a critical component, especially as pertains to the ability to plan for place-specific context and the ability to perform a thorough investigation of issues and effective processes.

The Pontiac NMP has a scale which is favorable for plan development and progression. Stemming from the primary analyses and internal meetings around a District 9 NMP, a boundary area has been devised. The general boundary area can be described as the CSX Railroad on the west, Spears Creek Church Rd on the north with the exception of Spears Creek Village and Walden Place subdivisions, City of Columbia's municipal boundary on the east, and Fore Ave on the south with Clemson Rd bisecting the area. Figure 1 demonstrates the more specific boundary elements. The Pontiac NMP boundary area is 799.35 acres or 1.25 mi².

Two different residential neighborhoods can be recognized with easily definable boundaries. One of the neighborhoods lies on the northern side of Clemson Rd off of Spears Creek Church Rd. The



Figure 1. Pontiac NMP Boundary Area.

neighborhood is the Spears Creek Mobile Home Community, located along Jabay Dr, Jacobs Dr, and Spears Creek Church Rd. This community consists of a mobile home park at the center of the neighborhood area, with about ½ acre parcel lots of a rural nature built mostly during the 1960s and 1970s, with some much earlier and a few built more recently. The second neighborhood area, Royal Pines Estates, is located south of Clemson Rd. Royal Pines Estates is the larger of the two communities. The neighborhood appears to have developed primarily around the 1980s and 1990s as a mobile home community, evidenced from its current conditions and specific zoning. Figure 2 shows the locations of the two neighborhoods within the NMP area.



Figure 2. Pontiac NMP Residential Neighborhoods.

For the scale categories a rating of “green” would rely upon a study area equaling an extent of a ¼ mile radius from a central location. For the rating of “yellow”, a study area would need to have a study area greater than ¼ mile radius with three or fewer neighborhoods within it. A “red” rating would be a study area greater than ¼ mile radius with four or more neighborhoods. Based on the total areal extent and the amount of neighborhoods present within the Pontiac NMP boundary, the scale qualifies with a favorable rating of *yellow*.

Substructure. Substructure looks at who is involved within the community, what level of social capital exists and whether there is the necessary civic infrastructure present to support the master planning process. The substructure criterion ensures the presence of the appropriate foundational elements on which to build positive results. It makes sure that there is “community” available to engage and

collaborate with for the NMP. This addresses the underpinnings of the neighborhood master plan where it must be a partnership between the local residents and the County, which is a core component of the Neighborhood Improvement Program.

One active and organized group has been identified within the Pontiac NMP boundary. The group is Royal Pines Estates community association. They are an official group incorporated with the South Carolina Secretary of State. They hold active, regular meetings within Royal Pines Estates, often at the Free Mason's Temple located at 600 Burmaster Dr. Likewise, there may be additional social connections between Royal Pines Estates and surrounding areas as they are listed under the "Sand Hill" neighborhood on the social network app, Nextdoor, along with the extended Pontiac community.

Additionally, other potential stakeholders have been identified who could be viable participants for the NMP. These include business and property owners located along Clemson and Two Notch Roads within the Pontiac boundary. These property holders should be interested in any future plans and developments taking place which could affect their interests or shape outcomes for them. Many have property that has yet to be developed but is ripe for such. Similarly, the County owns a small portion of land which would be affected by the NMP. Additionally, residents, neighborhood groups, business and land owners within a contextually relevant proximity of the plan boundary will have the opportunity and ability to contribute to, stay informed of, and aid in the implementation of the plan as the process progresses.

For a substructure rating of "green," a potential NMP must have an active, organized association currently present. For a rating of "yellow," if no group exists, identified residents must be interested in forming an organization/association. For a "red" rating, no organization/association appears to exist and no interested residents have been identified. Due to the presence of an active neighborhood group within the Pontiac NMP area, the substructure warrants a highly favorable, *green*, rating.

Cost-Benefit. The purpose of the cost-benefit component of the evaluation is to ensure equity and fiscal responsibility in the development and implementation of future master plans. Particularly, to ensure that new NMPs do not present a cost burden to the program such that there are not enough funds and/or resources to realize the recommendations therein. As such, the cost-benefit becomes a critical component for the evaluation.

Cost-benefit is comprised of two different components. The first involves assessing the initial cost associated with project implementation within the proposed NMP. This is written as C/B^i . The second element is the cost for maintaining an intervention's systems, infrastructure or other elements associated with a project for a 20 year period. It is written as C/B^m . Both parts of the cost-benefit do not rely on actual values but are qualitatively derived using estimated value ranges. The qualifiers are "low" – equivalent to green with a dollar amount less than one-hundred thousand; "medium" – equivalent to yellow with a dollar value range between one-hundred thousand and two-hundred and fifty thousand and "high" -- equivalent to red with an estimated value greater than two hundred and fifty thousand dollars. Since each part of the cost-benefit can include multiple features, there are limits placed upon how many interventions can be qualified as "high." For C/B^i study areas which have 6 or

more projects or necessary interventions, 50% of them cannot be qualified as “high”, if so, then the NMP automatically is shown as excessive need and deemed too costly to pursue without outside funding. Likewise, for C/B^m , if the study area has 4 or more projects where 50% of them are listed as “high” the NMP will be deemed too costly to pursue unless outside funding is identified. Each component of the cost-benefit is individually evaluated and then combined into a single cost-benefit rating to be utilized, written as C/B^t , for the overall evaluation.

Fourteen different interventions have been identified as possible recommendations for the Pontiac NMP. Each intervention is currently presented as a conceptual idea as part of the evaluation process. The projects will, in part, expound upon the goals listed previously in the background section as well as either introduce or enhance the cultural and community principles for the area. This is not an exhaustive list, nor is it definitive but is intended to assess area deficiencies and opportunity and present a set of preliminary considerations to improve the proposed NMP study area. Future engagement around these interventions and any others will need to be undertaken directly with Pontiac stakeholders to determine the mechanisms for neighborhood improvement.

Intervention I: Road Connection from Burmaster Dr to Clemson Rd. Intervention I looks to increase access for Royal Pines Estates residents directly to Clemson Rd. Currently, there is no direct access from any part of the neighborhood to Clemson Rd. Residents must exit the neighborhood to Two Notch Rd then turn onto Clemson Rd which increases travel time and distance more than is necessary. This intervention would be a minor arterial road intended only for local traffic and should consider pedestrian facilities as well. As such, it should not include more than 30’- 34’ of active ROW, with a suggested 20’ of paved roadway and 5’ – 7’ of sidewalks on each side. Additionally, this project could help increase safety, sustainability, equity and amenities by establishing walkability for local residents. C/B^i for this intervention is estimated at “high” while C/B^m is estimated at “medium.”

Intervention II: Royal Pines Estates Linear Park. Intervention II consists of a linear park development located along the local creek bed adjacent to several vacant lots within the neighborhood. The linear park would look to enhance currently vacant land and the creek flowing through the area. This would provide further amenities to local residents with the activation of greenspace and recreational opportunities. This intervention would also function as a beautification measure which would enhance underutilized space to provide a needed amenity for the neighborhood. The possibility of including passive and active uses along with habitat measures would look to provide greater sustainable resources for the area. C/B^i for this intervention has the ability to be “high,” but the C/B^m would be “low” due to the function and design which should necessitate only minimal maintenance.

Intervention III: Royal Pines Estates Design Guidelines. Intervention III addresses the need for promoting neighborhood character. The neighborhood area is unique in that it is a larger manufactured-housing development. The zoning for the area is specifically catered to this function, but as older, out of date housing gets removed and lots are sold, newer site-built homes have been cropping up which are not contextually appropriate. As such, design guidelines should be developed to create and preserve a sense of place within the community and surrounding areas. Both cost-benefit elements for this intervention would be “low”.

Intervention IV: Clemson Road Pontiac Mixed-use Incentives + Development Guidelines. Intervention IV centers upon the Clemson Rd corridor within the Pontiac NMP area, while also including the commercial strip along Two Notch Rd at Spears Creek Church Rd. This intervention would focus on the expansion of development capacity along the corridor and the potential of introducing amenities via mixing uses. Currently, the corridor has many vacant parcels that are ripe for development or have the potential to be in the near future. The current land uses cater to smaller manufacturing or commercial industrial companies along with smaller businesses and service companies. Diversification of uses is of critical importance for the proposed NMP study area and surrounding communities. Establishment of incentives and guidelines will help to ensure that the area continues to develop in a way that is beneficial to the surrounding residential areas. Introduction of area-specific design and development guidelines will also aid in establishing the preferred pattern of growth as prescribed by the 2015 Comprehensive Plan. A possible way of incentivizing the area could be through establishing a “pink zone”. A pink zone is similar to an innovation district, but provides incentives and loosening of restrictions for enabling neighborhood-scale, community centered development and revitalization. This intervention would help address numerous community and cultural principles as well as help anchor Clemson Rd further in connection to the surrounding neighborhoods. The initial cost is estimated to be “low” though, depending on the incentive package, it could be more costly than estimated. Likewise, initial analysis suggests the maintenance cost would be “low” for the implementation project.

Intervention V: Clemson Road Corridor Branding. Intervention V is necessitated by the lack of consistency in identity across the Clemson Rd corridor. As Clemson Road serves as the backbone between two neighborhood areas and the catalyst for future development, branding for the area is critical in achieving a sense of place. C/Bⁱ is estimated to be “medium” depending on the type of branding needed and implementation components with it. C/B^m is estimated as “low.”

Intervention VI: Spears Creek Mobile Home Park Redevelopment. Intervention VI looks toward the redevelopment of the Spears Creek Mobile Home Park community for increased connections and improved conditions. The redevelopment would look to improve the quality of housing and beautify the general location. Contextually relevant housing typologies should be considered for the area along with new, multi-modal street connections to the adjacent roadways. This intervention could also help spur new development in the adjacent non-developed properties in partnership with Intervention IV. This intervention is estimated to be “high” for the C/Bⁱ and “medium” for C/B^m.

Intervention VII: Two Notch Corridor Branding. The Two Notch Corridor Branding would be similar to that which is proposed via Intervention V. Branding and community character building should be accomplished for the commercial area along Two Notch Rd at Spears Creek Church Rd. These strip properties consist of smaller commercial shops and businesses along with the Pontiac Magistrate’s Office. Historically, this is the central location of the town of Pontiac. The branding for Pontiac should be tied-in and coordinated with the branding of other areas throughout the NMP to provide consistency, while still celebrating unique characteristics of individual neighborhoods. The historic roots for the area are an exploratory possibility in the branding component for this portion of the NMP. These improvements should not be as extensive as Intervention V, thus leaving both cost-benefit elements as “low.”

Intervention VIII: Community Solar Garden. Intervention VIII is another way of utilizing vacant or undevelopable land located within the Pontiac NMP through the installation of a community solar farm. A community solar farm is a small to medium scale solar “plant” utilizing solar panels to create energy which is shared among community residents. The opportunity is something which residential and non-residential community members can take part in. Users often receive credits on electric bills which help to lower and offset costs on their monthly utility bill. Systems can normally be communally owned or leased from the utility provider. C/Bⁱ would be considered “low” while the more long range costs of C/B^m are estimated at “medium.”

Intervention IX: Industry Park Greenspace. Intervention IX entails establishing a recreational greenspace and natural area/habitat for the NMP. Currently, the County owns vacant, undeveloped land that appears to be intended as part of the Richland County Northeast Industrial Park. Many of the surrounding properties adjacent to the parcel have been sold. There are many undeveloped lots with a deficit where usable natural areas are concerned. Developing a natural area or greenspace with pedestrian paths and recreational features would serve as a viable amenity for residents and external members of the community as the area continues to grow. The feature will provide an attractive destination that would yield ecological benefits. Likewise, the property is adjacent to Rotureau Lake, an upper portion of Spears Creek. Currently, it consists of three parcels owned by Walden Place and is outside the NMP area. The lake could provide an additional asset to be incorporated into the natural area for public access and use. This intervention is estimated as “high” for C/Bⁱ though it could be potentially lower. C/B^m is estimated as “medium” currently.

Intervention X: Road Connection from Clemson Road to Jabay Drive. Intervention X includes the installation of a new road connection between Clemson Rd and Jabay Dr. Like intervention I, it is a way to provide access for local residents to Clemson Rd. As in Royal Pines Estates, residents in the Spears Creek Mobile Home Park and surrounding area are not afforded a direct connection to Clemson Rd. This road should be a smaller, neighborhood road similar to the one proposed in Intervention I. C/Bⁱ for this project is estimated as “high” and the C/B^m is expected as “medium.”

Intervention XI: Neighborhood Branding + Beautification. Intervention XI entails efforts in beautifying and branding the local neighborhood areas. The beautification and branding for the neighborhood areas would work to devise a specific branding for each of the two neighborhoods. It would follow similar thematic ideas and branding for the overall Pontiac NMP with Interventions V + VII to be consistent but allow for the uniqueness of neighborhood character to be explored. The different character aspects should be considered and expanded to enhance sense of place for the local residents linking the separate parts of the NMP area together as a singular framework within the overall branding strategy. The estimated cost for both cost-benefit portions would be “medium” for the intervention.

Intervention XII: Creation of a Pontiac Community Alliance. Intervention XII features the creation of a community alliance for the Pontiac NMP. The community alliance would serve as a greater organization comprised of the smaller neighborhood groups and feature more diverse stakeholders for the NMP area. Businesses, landowners and residents would all be included. This group would also be important in helping to shape and guide the implementation and direction of the master plan. It would also be a

key component for developing a unified branding approach for the overall community. Another unique component of the intervention would be the possibility of including outside stakeholders, whether businesses or groups, who have interactions along the periphery of the boundary, such as the Skateland Fun Center and Pontiac Food, who are outside the boundary but could benefit from the NMP implementation. The diversity of the group would also help to ensure equity among the stakeholders found throughout Pontiac. Both cost-benefit parts for the intervention are estimated as “low.”

Intervention XIII: Community Compliance Clean-up Program. Intervention XIII focuses on the utilization and expansion of two current community compliance initiatives. The first would be to regularly schedule “Clean Sweeps” throughout the various neighborhoods in partnership with the local groups and neighborhood residents once or twice a year. These would take place along the three major thoroughfares, Clemson Rd, Two Notch Rd and Spears Creek Church Rd. Royal Pines Estates and the Spears Creek Mobile Home Park and surrounding area would all benefit from the services provided during a “Clean Sweep” to remove bulk items, trash, nuisance vegetation and other issues present. Additionally, a secondary program similar to a “Clean Sweep” but focused on community-driven education and engagement around litter reduction and waste removal would be implemented. This program is part of the “Clean-up the Corridor Campaign,” piloted on Broad River Road, which is aimed at community building and sustained engagement around community compliance. Whereas, a “Clean Sweep” is more intensive cleaning, the “Clean-up the Corridor” uses educational programming and community outreach through volunteerism to establish ownership and stewardship for a community. By learning the effects and outcomes of a non-compliant and litter filled neighborhood, citizens will want to take the steps necessary to “Clean-up the Corridor” and continue to do so on a regular basis. Likewise, several partnerships for this type of programming exist with external funding available, such as the Palmetto Pride Community Pride Grant. Both cost-benefit elements are estimated as “low.”

Intervention XIV: Pontiac Pocket Parks. Intervention XIV introduces recreational greenspace throughout the NMP boundary area, which is currently lacking. There are several opportunities for the installation of pocket parks throughout the Pontiac neighborhoods. Vacant lots and non-developed space exist within Royal Pines Estates and in the upper portion of the NMP area around the mobile home community. These lots are located within their respective neighborhoods at locations which would be highly accessible for most residents. The community pocket parks could also function as community gathering places within the localized area if needed. Most of these would not be largely sized, so the function, in most cases, would be passive, with slight active use elements available. . The pocket parks would also allow for smaller beautification components that could be tied to the community branding. The initial cost-benefit, C/B^i , is estimated at “medium” though depending on the scope of work needed and number of parks developed, the estimate could change. C/B^m is estimated as “low.”

The overall breakdown for the cost-benefit elements of the evaluation criteria is a combined cost-benefit, C/B^t , of *yellow* – “moderate need” for a favorable evaluation. This is the average score between C/B^i and C/B^m which scored a *yellow* – “moderate need” and *green* – “low need,” respectively. The breakdown is demonstrated in the following chart (Figure 3).

	<i>Cost Benefit I</i>	<i>Cost Benefit M</i>
GREEN		Low
YELLOW	Moderate	
RED		
EVALUATION	<i>Moderate Need</i>	
Interventions		
I: Road Connection to Clemson Rd	High	Medium
II: Linear Park (RPE)	High	Low
III: RPE Design Guidelines	Low	Low
IV: Mixed-use Incentives + development guidelines (Clemson Rd)	Low	Low
V: Corridor Branding (Clemson Rd)	Medium	Low
VI: Spears Creek Mobile Home Park Redevelopment	High	Medium
VII: Two Notch Corridor Branding (Pontiac)	Low	Low
VIII: Community Solar Garden	Low	Medium
IX: Industry Park Greenspace	High	Medium
X: Jacobs & Clemson Connector	High	Medium
XI: Neighborhood Branding & Beautification	Medium	Medium
XII: Creation of a Pontiac Community Alliance	Low	Low
XIII: Community Compliance Clean-up Program	Low	Low
XIV: Pocket Parks	Medium	Low

Figure 3. Cost-Benefit Evaluation.

Community Planning & Cultural Principles

In addition to the three major evaluation criteria, neighborhood master plans should prove the ability to adequately address, through current systems or enhancement via interventions, various community planning and cultural principles. As mentioned earlier, a majority [5/8] of the principles should be incorporated within the Pontiac NMP. The following entails the principles which will be incorporated into the Pontiac NMP.

Access. Community planning allows for services and facilities to be in locations which optimize accessibility for all users. Access then becomes a component which impacts the quality of life for residents. Access can have various meanings in different contexts, but this case deals with the ease by which something can be reached. This concept can be contrasted with that of proximity, or the physical closeness to something. Currently, there is a moderate lack of access throughout the NMP which would need to be addressed. Primarily, this arises through the proximity of the neighborhoods to Clemson Rd, but lack of direct connections thereto. Likewise, there is lack of access to certain amenities and uses that are found on the peripheral boundary of the NMP. In an effort to help improve quality of life and institute the needed access for residents, interventions I, II, IV, IX, X, and XIV would, in various ways, allow for increased access.

Equity. Community planning is rooted in the principle of equity. Nearly all of the other principles rely upon equity to be realized. Besides having equity through access, collaboration, safety, value management or sustainability, equity occurs in regards to benefiting a diverse set of stakeholders. Community members are not all the same and face various issues. Decisions and interventions should be those providing for equitable distribution of values and enhancements that all can share. All of the potential interventions are geared toward advancing equity for the various stakeholders and community at large.

Collaboration. Neighborhood planning processes depend upon collaboration among a variety of stakeholders within a community. The success of a neighborhood plan depends on active engagement and involvement through partnerships between groups. This collaboration is both an outcome and catalyst of social capital, which is similar to the substructure evaluation component earlier, but also considers the contribution of outside entities. Often, these stakeholders include business organizations, social and cultural groups, as well as educational entities and government agencies. Currently, there exists the potential for this collaborative nature among a variety of groups and stakeholders, including those identified as part of the substructure criterion. Currently, Intervention XII speaks directly to this collaborative nature involved in neighborhood planning, as this would establish a larger alliance of involved stakeholders from within and near the Pontiac NMP area. Additionally, nearly all of the other interventions could potentially increase collaboration if implemented, such as Intervention IV which would be progressed further from input and help from the Chamber of Commerce and private entities. Likewise, Intervention VIII speaks directly to the collaboration of multiple stakeholders from private residents to businesses to energy providers to local government all coming together to improve a community. So, collaboration and active community involvement is a natural part of any neighborhood

planning process and will look to be expanded further through many of the NMP Interventions preliminarily identified.

Safety. The planning process often helps to alleviate issues regarding social, cultural and physical safety. Socially, neighborhood watch groups, which rely upon direct community involvement with safety officers help to build rapport between law enforcement and communities and keep areas safer. Additionally, beyond crime, compliance and code enforcement issues can also be addressed, specifically removal of waste or targeting of dilapidated structures. Physically, different design methods can be applied which would increase safety while also having cultural and social effects. Several of the potential interventions address safety issues. Interventions I & X look to potentially reduce traffic and provide pedestrian friendly routes away from a highly trafficked roadway, addressing physical safety. Interventions III, VI, & XIII look to introduce different components that would address issues of safety from physical safety to code enforcement and compliance to changing the culture around safety in the area.

Innovation. Neighborhoods are ever changing from aging to experiencing new growth and development. NMPs, therefore, must be innovative in meeting needs throughout the various stages of neighborhoods. Adaptation, creativity, and reinvention need to be at the forefront of the planning process due to the dynamism of places. As such, interventions need to have the same type of innovative capacity that neighborhoods themselves demonstrate. Whether it is partnerships, design methods or infrastructural elements, innovation should be a primary component. Several proposed interventions take into consideration just that. Specifically, Intervention IV is innovative in its attempt to redevelop a mobile home park as part of the master planning process. Likewise, Intervention VIII would look to establish an alternative energy mechanism for the community while utilizing non-developable and vacant space. The Pontiac NMP addresses innovation through creative, adaptable ways to improve quality of life.

Sustainability. For neighborhood planning, sustainability deals with the longevity of systems that can help support the local community through livability and health. Sustainability is necessary in social, economic, ecological and environmental systems. Neighborhood planning looks to address sustainability for positive feedback within systems, improving the overall quality found therein. Most of the proposed interventions look toward sustainability, with several specifically focused on improving the ecological and environmental sustainability of the NMP area. Interventions II, VIII, XI, & XIV all utilize open and greenspace for improvement of local conditions. As a function, they would help to improve local ecological systems for a more sustainable environment. Likewise, the various branding interventions, Interventions V, VII, XI & XIII would help with social sustainability, to involve and engage all users of the community and further establish buy-in for future residents, helping to perpetuate involvement and activity within the community.

Amenity. Community planning and cultural principles revolve around improving the quality of life within places. The principles are human-centered, aiming to be functional and user friendly to provide attractive and welcoming places. This is often accomplished through amenities, which are the attractive and useful features located in or proximate to a community. Amenities may vary between something as

simple as sidewalks to something as broad as old growth vegetation. Valuable master plans are those which currently possess these features and characteristics or have the potential to transform into areas that do. Pontiac currently exhibits various amenities which make the area attractive. Additionally, *all of the Interventions* showcase additional amenities or expound upon aspects of those currently available to achieve an improved quality of life.

Value Management. The approach to neighborhood planning finds basis in stakeholder participation, needs and conditions analyses and means for implementation. Integral to such an approach is the effective resource allocation for the greatest value improvement. Neighborhood planning functions as part of a fiscal process wherein funds are limited and decisions must be contextually prioritized according to the potential of value added. With this, the community planning and cultural principles play a vital role for establishing baselines to begin a monitoring and evaluatory process for future projects and success of implementation for a NMP. The Pontiac NMP is the first to undergo NIP's established evaluation format for deciding whether or not to pursue drafting. The value management principle manifests in the evaluation criteria where the scale, substructure and cost-benefit criteria directly contribute to how successful a NMP could be post adoption. Each criterion gives guidance to the adequacy and appropriateness of a proposed NMP. Scale limits the areal extent and number of neighborhoods providing resources are not spread thin. Substructure clarifies buy-in and ensures groups exist to leverage active involvement for stakeholder participation. Cost-benefit demonstrates fiscal responsibility in pre-evaluating projects as well as the costs of maintaining systems to effectively leverage tax dollars. The NMP process can be gauged further as to how these elements help or hinder implementation of plans. The criteria can, in the future, provide useful benchmarks based on the comparison of pre-established potentials and true outcomes.

Evaluation Recommendation

Per Administrative Policy 2016-5: *Future Master Plan Criteria*, proposed NMPs must receive a favorable recommendation based on the evaluation of the three criteria, along with meeting a majority of the community planning principles, in order to be expanded and developed into a full-fledged neighborhood plan.

Below is the breakdown for the evaluation determination per the three criteria, Figure 4 provides the overall results:

Neighborhood Master Plan Evaluation Decision Matrix					
<i>Pontiac - Neighborhood Master Plan</i>					
	<i>Scale</i>	<i>Substructure</i>	<i>Cost Benefit T</i>	<i>Cost Benefit I</i>	<i>Cost Benefit M</i>
GREEN		X			X
YELLOW	X		X	X	
RED					
EVALUATION	<i>Favorable</i>				

Figure 4. *Neighborhood Master Plan Evaluation Decision Matrix.*

By working under the auspicious neighborhood planning goals, the Pontiac NMP will be able to garner further stakeholder feedback and establish a vision and plan of action that, once implemented, will strengthen the community. Likewise, by furthering all eight of the community planning principles, the NMP will work toward the betterment of the proposed study area and effect positive change on the periphery thereof. Additionally the Pontiac Neighborhood Master Plan will aid in facilitating the recommendations of the 2015 Comprehensive Plan via preservation and enhancement of current assets, as well as directing growth and development in a more contextually appropriate fashion.

As such, the overall evaluation results in a ***favorable*** recommendation based upon all analyses. It is, therefore, the recommendation of staff that the ***Pontiac NMP be pursued for full plan drafting.***



**Development & Services Committee Meeting
Briefing Document**

Agenda Item

Using Public Funds on Private Roads: Hardship Options

Background

On February 5, 2013, County Council approved the County accepting into its County Road Maintenance System, approximately 40 roads, as-is (Attachment A), with no improvements made by developers to bring the roads to the County's standards. Staff has been implementing that direction for the roads in Attachment A.

During its April 3, 2018 meeting, Council awarded a contract for road improvements to the roads included in Phase 1 of the development in the Hunters' Run subdivision. Although, Council accepted those roads into the County Road Maintenance System prior to the April 3, 2018 meeting, during the meeting deliberations on the contract award Council directed staff to "bring back to Council all non-dirt roads that are outstanding by the end of April". That list was presented to Council in the April 27, 2018 Administrator's Report. To augment that original list, we asked Council to consider the following factors:

- The list represents the condition assessment of ALL non-public roads.
- There are roads on this list within neighborhoods under active construction. Those roads should continue to follow the development process for completion.
- This is an evolving list, with research on locating developers as a priority, in an attempt to provide Council, the most feasible and responsible comprehensive options for Council to consider the issue of abandoned private roads not to County standards.

County staff via its Public Works Department routinely receives requests from members of Council and/or residents of the County to make road improvements to private roads. This approach undergirded the manner in which the Hunters Run matter was brought to the attention of County Council in the fall of 2015. Although Council voted to accept the roads into the County Road Maintenance System and bring the roads up to the County's standards during its November 17, 2015 & July 11, 2017 meetings, the issues and concerns that mitigated that matter prompted an internal review of the County's process for accepting abandoned private roads into the County Road Maintenance System.

County ordinances stipulate that one-time improvements may be made to private roads with public County funds are contingent upon a declaration of a public emergency by Council via its emergency ordinance provision (see attached Ordinance No. 037-14HR). This means that unless a public emergency exists (e.g., natural disaster, flooding) and is declared by County Council via the Council Chairperson, improvements to private roads are prohibited.

Review of the archives revealed that the only other formal process for the County assuming ownership of a private road is related to the construction of new subdivisions. Once a developer completes the construction of a new subdivision, County staff inspects the roads in that subdivision to make sure the roads meet the County's standards. If they meet the standards, the County accepts the roads into the County Road Maintenance System for regular maintenance. If the roads are not up to standards, the

County works with the developer to correct any issues and, then, accept the roads into the County Road Maintenance System.

Unfortunately, the satisfactory completion of roads in subdivisions being actively constructed was impaired by several internal and external factors, such as:

- The 2008 housing construction crash bankrupted many developers, who ultimately abandoned projects before their completion and compliance with County standards, and/or
- Previous County staff poorly monitored surety bonds, if they existed, letting them lapse and rendering the County unable to draw upon these resources to complete roads in projects abandoned by the developer and left in disrepair.

Given the frequency that requests for improvements to private roads and/or assuming ownership of private roads by the County are made by members of County Council and the public, for the reasons stated above, staff began developing a strategic comprehensive approach to address this matter shortly after the July 11, 2017, update to Council on the Hunters Run issue during Executive Session.

The policy described herein, addresses the following three broad scenarios and accompanying steps and/or recommendations:

1. Requests from members of Council or residents for private road improvements that meet the “Good Samaritan”¹ standard

Currently, the County has had an erroneous practice whereby it uses the provision of its Emergency Ordinance (Chapter 21) to make one-time repairs to private roads. The County’s use of the emergency ordinance for making the repairs is not appropriate as the needed repairs were not due to an actual public emergency that was declared by County Council (e.g., natural disaster, hurricane). Rather the needed repairs were made with the County serving as a “Good Samaritan.” This means that the County would make repairs that were essential to making sure emergency service vehicles and handicapped buses/vans were able to utilize the roads. Other jurisdictions normally manage this type of effort through a “hardship” policy.

In this scenario, one option is a one-time repair of a private, unimproved road (dirt or paved). Council may consider that any Richland County resident may petition the County for approval of a one-time-repair of a private unimproved road (dirt or paved) if all of the following conditions are met:

- If without this repair, essential emergency service and handicapped buses/vans cannot proceed within 50 yards of the residence and the distance off the nearest connecting publicly maintained road does not exceed 1,000 yards (A letter may be required from either Emergency Services or the RC Sheriff’s Department certifying that the road is impassable to their vehicles and repairs are required).
- The road is not under active construction by its owner/developer.

¹ The Richland County Attorney has issued an opinion on this scenario. The opinion is provided separately. County staff is including this scenario for Council awareness and discussion only.

- Every Property Owner on the section of the road to be repaired signs the petition agreeing that: (1) the owner wants the one-time repair to the private unimproved dirt road; and (2) the owner will provide a temporary easement while the repairs are being made. If temporary easement cannot be obtained, then, road repairs will not be considered.
- The road to be repaired must connect to an existing publicly maintained road within 1,000 yards and the road should not possess any unusual features that could cause the repairs to be abnormal.
- The amount estimated to repair the road does not exceed the Council-approved maximum, which traditionally averages \$5,000 for simple repairs.

Additionally, requestors of a one-time repair must agree to the following:

- When the one-time repair is made, another petition for hardship repairs to the same location cannot be submitted again.
- The owners of the property shall agree to hold harmless the County and its agents, employees, or contractors from any and all liability of any nature, for personal injury, property damage, or any other damage during and/or arising out of the repairs made or work performed.
- When one-time hardship repairs are completed, the road will still be considered a private road by Richland County, unless Richland County Council decides to accept the road into the County Road Maintenance System.
- Repairs will make the road passable for emergency vehicles but the unimproved road will not be brought up to Richland County road standards for continued use of private purposes.
- Road User Fees or other source of funding designated by County Council will be utilized to accomplish hardship repairs.

2. Requests from members of Council or residents for private road improvements on roads that can be categorized as “abandoned by a Developer”

There are a number of roads that a developer constructed as a part of new subdivision and were never fully constructed and were abandoned (Attachment B). “Abandoned” is used as a general term in this document to generally describe situations where:

- The County is unable to locate the developer to make the road improvements.
- The developer may be present and/or active, but there is no obvious intention or commitment to complete the roads.
- The developer is present, active and financially viable, but the road conditions are in a severely poor state of repair.

Three assumptions undergird this policy option for addressing roads in this category:

1. The County exists as the last option for completing these roads, making them the highest priority for County Council to preserve safety;

2. County Council wishes to improve the quality of life for citizens residing in neighborhoods with incomplete and abandoned roads; and
3. Legal remedy (recourse for the County against developers) could occur, but on a separate track so as to more quickly accomplish #1.

The possible policy implementation process includes the following steps:

- The roads must be deeded over to the County and, in some cases, condemnation may be the only alternative. In completing the roads in Hunter's Run and implementing the program to repair the first set of roads approved by Council in 2013, staff struggled to obtain the deeds to private roads. The roads must be publically owned before public funds are expended to repair them. Please note this process will impact the overall project timeline and, in some cases, can stall it indefinitely.
- This option would involve a team approach to project delivery, which would follow a design-build process. It would include a team of attorneys to assist with deed preparation and a team of contractors to perform the work, similar to the flood recovery process currently being undertaken.
- Council may consider a penalty for developers failing to complete subdivisions' roads to the County standards for acceptance in the County Road Maintenance System. An example may be to prohibit any work within unincorporated Richland County by a developer and/or any related agent, limited liability corporation or incorporation, etc. (now or in the future), unless all public funds have been reimbursed.

3. Requests from members of Council or residents for private road improvements on roads that can be categorized as "under construction by a Developer"

There are a number of roads being constructed as a part of new subdivisions. Although is not uncommon for County staff to receive a request to improve these roads, the roads are private and owned by the active subdivision developer. As such, the developer is fully responsible for any road improvements until County staff inspects the roads for acceptance into the County Road Maintenance System. To that end, the County has improved its process for inspecting active subdivision construction sites and ensuring adequate construction bonds are in place (including appropriate amounts to cover the work and properly tracking their expiration dates) (Attachment C).

It is suggested that the processes and enforcement measures are already in place to ensure the proper completion of roads in active subdivisions under construction. Roads within this category (#3) are excluded from the overall list included in this report (Attachment B).

Issues

Funding source(s) will need to be identified for the "Good Samaritan" scenario. The County's Road and Drainage Fund via the Department of Public Works is a possible funding source.

Bringing the roads, described above in Scenario 2, up to County standards and taking over their routine maintenance has significant cost implications. However, not doing so continues to impact the quality of lives and, perhaps, safety of County residents living in those neighborhoods.

Fiscal Impact

The fiscal impact of the “Good Samaritan” process is unknown. As relates to this option, staff recommends establishing an individual repair maximum and annual total maximum budget.

The fiscal impact of bringing all roads in Attachment B up to County standards, is estimated at \$8.1 million for 105 roads, which includes a 30% contingency and 10% for engineering (Attachment D). As it relates to this option, staff recommends Council consider a multi-year phased funding approach similar to a capital improvement plan.

Past Legislative Actions

The original list of private roads to be repaired/completed by Richland County and accepted into the County’s inventory.

Alternatives

1. Provide direction to staff on this broad policy option(s) and hold a Council work session to further refine phasing and funding this process.
2. Do not provide direction to staff this broad policy option(s) and hold a Council work session to further refine phasing and funding this process.
3. Consider this broad policy option(s) and propose another.
4. Consider this broad policy options(s) and do not move forward with any related policy.

Staff Recommendation

Staff is looking for direction from Council and recommends holding a Council work session to further refine phasing and funding this process.

The County Legal Department will provide comments under separate cover.

Submitted by: Tracy Hegler, Community Planning & Development Director and Ismail Ozbek, Public Works Director, and Administration.

Date: June 15, 2018

ATTACHMENT A

ROADS PREVIOUSLY APPROVED BY COUNTY COUNCIL FOR "AS IS" ACCEPTANCE							
	ROAD NAME	TMS #	SUBDIVISION	LENGTH (FT)	Estimated Repair Cost	Council District	Comments
1	Merc Ct	Accepted 6/9/2015	Arthurtown Phase 3	118.83	\$0.00	10	Deeded by Habitat for Humanity
2	Riley Ct	accepted 6/9/2015	Arthurtown Phase 3	117.85	\$0.00	10	Deeded by Habitat for Humanity
3	Dennis Ln	12700-01-03	Camarie Farms - Dennis Ln	3,622.55	\$155,000.00	2	Residents working with attorney
4	Moody View Ct	20210-05-01	Devon Green Phase 1	163.03	\$2,500.00	8	Sold at Tax sale to current owner
5	Sonny Ct	20210-05-01	Devon Green Phase 1	96.78	\$2,500.00	8	Sold at Tax sale to current owner
6	Jaybird Ln	Portion of 20210-05-01	Devon Green Phase 2 & 3	1,010.17	\$10,000.00	88	Sold at Tax sale to current owner
7	Reidy Ct	20210-05-02	Devon Green Phase 2 & 3	676.32	\$5,000.00	8	Developer
8	Bald Eagle Ct	14702-04-01	Heritage Hills Phase 2A	105.60	\$5,000.00	7	Sold at Tax sale to current owner
9	Heritage Hills Dr	14702-04-01	Heritage Hills Phase 2A	1,802.20	\$5,000.00	7	Sold at Tax sale to current owner
10	Otter Trail Ct	14702-04-01	Heritage Hills Phase 2A	487.36	\$5,000.00	7	Sold at Tax sale to current owner
11	Burnwood Ct	14703-03-01	Heritage Hills Phase 2B	355.41	\$5,000.00	7	Sold at Tax sale to current owner
12	Cedar Edge Ct	14703-03-01	Heritage Hills Phase 2B	382.85	\$5,000.00	7	Sold at Tax sale to current owner
13	Heritage Hills Dr	14703-03-01	Heritage Hills Phase 2B	1,550.45	\$45,000.00	7	Sold at Tax sale to current owner
14	Hickory Knoll Rd	14703-03-01	Heritage Hills Phase 2B	1,054.75	\$5,000.00	7	Sold at Tax sale to current owner
15	Graces Way	22812-02-02					Local owner, will deed his portion of road to county
16	Graces Way	22909-03-16	N/A: Graces Way (Only needs sidewalks)	2,069.99	\$30,000.00	9	Owner is out of state, no response to letter sent
17	N Lake Pointe Dr	22881-01-70	Lake Point East	763.47	No Cost Established	9	deeded by HOA
18	Angela Dawn Ct	02408-05-08	North Lake Shore Point	269.07	No Cost Established	1	Sold at Tax sale to current owner
19	Robin Lynn Ln	02408-03-13	North Lake Shore Point	224.24	No Cost Established	1	Sold at Tax sale to current owner
20	Conn St	No TMS	Northgate (Crane Creek Estates)	293.97	\$10,000.00	7	Developed in the early '70's. Never deeded to Richland County, however the roads were cut out into the road system, hence no TMS. Development company is long gone.
21	Crane Creek Ct	No TMS	Northgate (Crane Creek Estates)	400.32	\$10,000.00	7	Developed in the early '70's. Never deeded to Richland County, however the roads were cut out into the road system, hence no TMS. Development company is long gone.
22	Crane Creek Dr	No TMS	Northgate (Crane Creek Estates)	1,210.50	\$35,000.00	7	Developed in the early '70's. Never deeded to Richland County, however the roads were cut out into the road system, hence no TMS. Development company is long gone.
23	Scioto Dr	No TMS	Northgate (Crane Creek Estates)	844.14	\$35,000.00	7	Developed in the early '70's. Never deeded to Richland County, however the roads were cut out into the road system, hence no TMS. Development company is long gone.
24	Durant St	09613-12-01	Northgate (Crane Creek Estates): Durant St	651.02	\$10,000.00	7	same as above
25	Durden Park Row	Accepted 6/17/2014	Stonington Phase 1	728.36	\$10,000.00	7	Deeded by Developer
26	Ellafair Ln	Accepted 6/17/2014	Stonington Phase 1	247.85	\$5,000.00	7	Deeded by Developer
27	Rose Dew Ln	Accepted 6/17/2014	Stonington Phase 1	239.90	\$5,000.00	7	Deeded by Developer
28	Roundtree Rd	Accepted 6/17/2014	Stonington Phase 1	1,547.39	\$25,000.00	7	Deeded by Developer
29	Stonebury Cir	Accepted 6/17/2014	Stonington Phase 1	348.92	\$5,000.00	7	Deeded by Developer
30	Stonington Dr	Accepted 6/17/2014	Stonington Phase 1	1,629.95	\$25,000.00	7	Deeded by Developer
31	Unnamed St	Accepted 6/17/2014	Stonington Phase 1	348.99	No Cost Established	7	Deeded by Developer
32	Roundtree Rd	Accepted 6/17/2014	Stonington Phase 2A	2,633.89	\$20,000.00	7	Deeded by Developer
33	Summer Bend Rd	Accepted 6/9/2015	Summer Valley Phase 2A	877.56	No Cost Established	7	Deeded by Developer
34	Summer Park Rd	Accepted 6/9/2015	Summer Valley Phase 2A	547.89	No Cost Established	7	Deeded by Developer
35	Summer Bend Rd	Accepted 6/9/2015	Summer Valley Phase 2B	794.91	No Cost Established	7	Deeded by Developer
36	Summer Park Rd	Accepted 6/9/2015	Summer Valley Phase 2B	917.27	No Cost Established	7	Deeded by Developer
37	Summer Side Cir	Accepted 6/9/2015	Summer Valley Phase 2B	1,080.05	No Cost Established	7	Deeded by Developer
38	Summer Crest Rd	Accepted 6/9/2015	Summer Valley Phase 3	1,157.02	No Cost Established	7	Deeded by Developer

ROADS PREVIOUSLY APPROVED BY COUNTY COUNCIL FOR "AS IS" ACCEPTANCE							
	ROAD NAME	TMS #	SUBDIVISION	LENGTH (FT)	Estimated Repair Cost	Council District	Comments
39	Summer Ridge Rd	Accepted 6/9/2015	Summer Valley Phase 3	370.92	No Cost Established	7	Deeded by Developer
40	Summer Vista Dr	Accepted 6/9/2015	Summer Valley Phase 3	978.17	No Cost Established	7	Deeded by Developer
41	OldStill Rd	22801-04-11					Owner is deceased, Heir is very sick, working with HOA president about obtaining ownership
42	Old Still Rd	22806-01-10	Wildewood: Old Still Rd	3,088.53	\$200,000.00	9	Owner is deceased, Heir is very sick, working with HOA president about obtaining ownership
43	Running Fox Rd W	22704-06-03	Wildewood: West of Polo Road	1,559.11	\$125,000.00	9	Owner is deceased, Heir is very sick, working with HOA president about obtaining ownership
44	Loan Oak Ln	22704-06-03					Owner is deceased, Heir is very sick, working with HOA president about obtaining ownership
45	Meadowbrook Drive	22704-06-03					Owner is deceased, Heir is very sick, working with HOA president about obtaining ownership
			Totals	37,367.55	800,000.00		
							Roads have been deeded, PDT evaluating
							Roads have been deeded and need no repairs
							Roads in the process of being deeded
							Roads deeded and repairs complete

ATTACHMENT B



Richland County Community Planning & Development Department
Richland County Public Works Department

Subdivision Assessment Project

PRIORITY: A = High Priority
B = Medium Priority

FIELD PRIORITY: G = Good
M = Moderate
G>M = Good to Moderate
M>P = Moderate to Poor

	Road Name	Status	Assessed	Subdivision Name	Field Rating	Priority	Council District
1	Ashwood Hill Dr	Private or Other	YES	ASHWOOD HILL	P	A	1
2	Beasley Creek Dr	Private or Other	YES	BEASLEY CREEK ESTATES PHASE 1A	M>P	A	7
3	W Bowmore Dr	Private or Other	YES	BEASLEY CREEK ESTATES PHASE 1A	M	A	
4	Tormore Ct	Private or Other	YES	BEASLEY CREEK ESTATES PHASE 1B	M	A	
5	Beasley Creek Dr	Private or Other	YES	BEASLEY CREEK ESTATES PHASE 1B	M	A	
6	E Bowmore Dr	Private or Other	YES	BEASLEY CREEK ESTATES PHASE 1B	M	A	
7	Glen Ord Ct	Private or Other	YES	BEASLEY CREEK ESTATES PHASE 1B	G>M	A	
8	Sardis Ct	Private or Other	YES	BEASLEY CREEK ESTATES PHASE 1B	M	A	
9	Black Elk Ln	Private or Other	YES	BLYTHE CREEK	P	A	
10	Black Kettle Ct	Private or Other	YES	BLYTHE CREEK	G	A	
11	Blythe Creek Dr	Private or Other	YES	BLYTHE CREEK	P	A	
12	Broken Arrow Ct	Private or Other	YES	BLYTHE CREEK	P	A	
13	Center Creek Ct	Private or Other	YES	BLYTHE CREEK	G	A	
14	Red Horse Ct	Private or Other	YES	BLYTHE CREEK	G	A	
15	Red Winds Ct	Private or Other	YES	BLYTHE CREEK	P	A	
16	Running Bear Ct	Private or Other	YES	BLYTHE CREEK	p	A	
17	Garden Brooke Dr	Private or Other	YES	GARDEN BROOKE PHASE 1	M	C	1
18	Green Ash Ct	Private or Other	YES	GARDEN BROOKE PHASE 1	M	C	
19	Garden Brooke Dr	Private or Other	YES	GARDEN BROOKE PHASE 2A	G	C	
20	Sawyer Ct	Private or Other	YES	GARDEN BROOKE PHASE 2A	G	C	
21	Caughman Ridge Rd	Private or Other	YES	CAUGHMAN RIDGE PHASE 1	M	C	11
22	Greemont Cir	Private or Other	YES	CAUGHMAN RIDGE PHASE 1	M	C	
23	Parkhaven Ct	Private or Other	YES	CAUGHMAN RIDGE PHASE 1	G	C	
24	Caughman Ridge Rd	Private or Other	YES	CAUGHMAN RIDGE PHASE 2	M	C	
25	Greemont Cir	Private or Other	YES	CAUGHMAN RIDGE PHASE 2	M	C	
26	Birchton Ct	Private or Other	YES	CAUGHMAN RIDGE PHASE 2	M	C	
27	Garvey Cir	Private or Other	YES	HASTINGS POINT PHASE 1	M>P	B	7
28	Granary Ct	Private or Other	YES	HASTINGS POINT PHASE 1	P	B	
29	Hastings Point Dr	Private or Other	YES	HASTINGS POINT PHASE 1	P	B	
30	Marrob Ct	Private or Other	YES	HASTINGS POINT PHASE 1	P	B	
31	Garvey Cir	Private or Other	YES	HASTINGS POINT PHASE 2	M	B	
32	Tubman Ct	Private or Other	YES	HASTINGS POINT PHASE 2	G>M	B	
33	Hastings Point Dr	Private or Other	YES	HASTINGS POINT PHASE 2	P	B	
34	Bouchet Ct	Private or Other	YES	HASTINGS POINT PHASE 3	P	B	
35	Garvey Cir	Private or Other	YES	HASTINGS POINT PHASE 3	P	B	
36	McLester Ct	Private or Other	YES	HASTINGS POINT PHASE 3	P	B	
37	Rice Creek Farms Rd	Private or Other	YES	RICE CREEK FARMS ROAD	p	C	8
38	Buttonbush Ct	Private or Other	YES	RICE CREEK RIDGE	G>M	C	
39	Sand Iris Ct	Private or Other	YES	RICE CREEK RIDGE	G	C	
40	Rice Meadow Way	Private or Other	YES	RICE MEADOW WAY	p	C	7
41	Big Game Loop	Private or Other	YES	RIVERS STATION	P>S	C	
42	Ostrich Cir	Private or Other	YES	RIVERS STATION	P>S	C	
43	Rivers Station Way	Private or Other	YES	RIVERS STATION	P>S	C	
44	Dutchfork Branch Ct	Private or Other	YES	ROLLING CREEK PHASE 4	P	C	
45	Dutchfork Creek Trl	Private or Other	YES	ROLLING CREEK PHASE 4	P	C	
46	Whetstone Creek Ct	Private or Other	YES	ROLLING CREEK, COURTYARDS AT PHASE 1	P	C	
47	Boyd Branch Crsg	Private or Other	YES	ROLLING CREEK, COURTYARDS AT PHASE 1	G	C	
48	Savannah Branch Trl	Private or Other	YES	ROLLING CREEK, COURTYARDS AT PHASE 1	P	C	
49	Summer Branch Ln	Private or Other	YES	ROLLING CREEK, COURTYARDS AT PHASE 1	P	C	
50	Boyd Branch Crsg	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 2	G	C	

51	Crims Branch Ct	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 2	M	C	1
52	Crims Creek Way	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 2	G>M	C	
53	Dutchmans Creek Trl	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 2	G	C	
54	N Nichols Creek Pt	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 2	N/A	C	
55	Nichols Branch Ln	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 2	P	C	
56	S Nichols Creek Pt	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 2	M	C	
57	Dutchmans Branch Ct	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 3A	M>P	C	
58	Dutchmans Creek Trl	Private or Other	YES	ROLLING CREEK, THE PRESERVE AT PHASE 3A	P	C	
59	Amber Ridge Trl	Private or Other	YES	ROSE OAKS PHASE 1	M	C	1
60	Rose Oak Dr	Private or Other	YES	ROSE OAKS PHASE 1	M	C	
61	Amber Ridge Trl	Private or Other	YES	ROSE OAKS PHASE 2	G>M	C	
62	English Legend Dr	Private or Other	YES	ROSE OAKS PHASE 2	G>M	C	
63	Antique Rose Ct	Private or Other	YES	ROSE OAKS PHASE 3	M	C	
64	English Legend Dr	Private or Other	YES	ROSE OAKS PHASE 3	M	C	
65	Rainbows End Ct	Private or Other	YES	ROSE OAKS PHASE 3	G>M	C	
66	Coral Rose Dr	Private or Other	YES	ROSE OAKS PHASE 4	G>M	C	
67	Compass Rose Way	Private or Other	YES	ROSE OAKS PHASE 4	M	C	1
68	Sageland Pl	Private or Other	YES	SAGELAND PLACE 1	M	C	
69	Thyme Cir	Private or Other	YES	SAGELAND PLACE 1	M	C	
70	Placid Dr	Private or Other	YES	THE COURTYARDS AT SALEM PLACE PHASE 1	S	A	8
71	Tranquil Trl	Private or Other	YES	THE COURTYARDS AT SALEM PLACE PHASE 1	S	A	
72	Placid Dr	Private or Other	YES	THE COURTYARDS AT SALEM PLACE PHASE 2	M>P	A	
73	Serene Ct	Private or Other	YES	THE COURTYARDS AT SALEM PLACE PHASE 2	M	A	
74	Bare Wick Ln	Private or Other	YES	STONINGTON PHASE 3	G	C	7
75	Brody Park Rd	Private or Other	YES	STONINGTON PHASE 3	G	C	
76	Flutterby Ct	Private or Other	YES	STONINGTON PHASE 3	G	C	
77	Redden Row	Private or Other	YES	STONINGTON PHASE 3	G	C	
78	Ringbelle Row	Private or Other	YES	STONINGTON PHASE 3	G	C	
79	Stonebury Cir	Private or Other	YES	STONINGTON PHASE 3	G>M	C	
80	Unnamed St	Private or Other	???	STONINGTON PHASE 3	M	C	
81	Knot Ct	Private or Other	YES	WILLOW LAKE PHASE 2	G>M	C	7
82	Pine Loop Ct	Private or Other	YES	WILLOW LAKE PHASE 2	G>M	C	
83	Pine Loop Dr	Private or Other	YES	WILLOW LAKE PHASE 2	G>M	C	
84	N High Duck Trl	Private or Other	YES	WILLOW LAKE PHASE 3	M	C	
85	Oak Lake Ct	Private or Other	YES	WILLOW LAKE PHASE 3	G>M	C	
86	Old Hickory Ct	Private or Other	YES	WILLOW LAKE PHASE 3	G>M	C	
87	Sand Oak Ct	Private or Other	YES	WILLOW LAKE PHASE 3	M	C	
88	Canvasback Ct	Private or Other	YES	WILLOW LAKE PHASE 5	G	C	
89	Gadwell Ct	Private or Other	YES	WILLOW LAKE PHASE 5	G	C	
90	Goldeneye Ct	Private or Other	YES	WILLOW LAKE PHASE 5	M	C	
91	Harlequin Ct	Private or Other	YES	WILLOW LAKE PHASE 5	G	C	
92	Loon Ct	Private or Other	YES	WILLOW LAKE PHASE 5	G	C	
93	N High Duck Trl	Private or Other	YES	WILLOW LAKE PHASE 5	M	C	
94	Ring Neck Duck Ct	Private or Other	YES	WILLOW LAKE PHASE 5	G	C	
95	Ruddy Duck Ct	Private or Other	YES	WILLOW LAKE PHASE 5	G	C	
96	S High Duck Trl	Private or Other	YES	WILLOW LAKE PHASE 5	M	C	
97	Whistling Duck Ct	Private or Other	YES	WILLOW LAKE PHASE 5	M	C	
98	Willow Glen Cir	Private or Other	YES	WILLOW LAKES COMMONS	G>M	C	
99	Weeping Willow Cir	Private or Other	YES	WILLOW LAKES COMMONS	G>M	C	
100	Alpina Ct	Private or Other	YES	WILLOW LAKES PHASE 6A	G	C	
101	Buttercup Cir	Private or Other	YES	WILLOW LAKES PHASE 6A	G	C	
102	N High Duck Trl	Private or Other	YES	WILLOW LAKES PHASE 6A	M	C	
103	N High Duck Trl	Private or Other	YES	WILLOW LAKES PHASE 6B	M	C	
104	Pegonia Ln	Private or Other	YES	WILLOW LAKES PHASE 6B	G	C	
105	Water Willow Way	Private or Other	YES	WILLOW LAKES PHASE 6B	G	C	

ATTACHMENT C
RICHLAND COUNTY DEPARTMENT OF PUBLIC WORKS
CONSTRUCTION BOND PROCESS

Ordinance Section 26-223. Financial Surety

In lieu of the completion of a subdivision development previous to final plat approval, the county may accept a bond, in an amount and with surety and conditions satisfactory to it, providing for and securing to the county the actual construction and installation of all improvements within a specified time period as expressed in the bond documents. The following types of bonds shall be acceptable to the county, subject to review and approval by the Richland County Legal Department and/or the county engineer.

(a) *Surety bond.* A surety bond issued by a company licensed to do business in the State of South Carolina in an amount equal to one hundred twenty-five percent (125%) of the estimated cost of improvements. The county engineer shall determine the estimated cost of improvements.

(b) *Escrow funds.* Escrow funds in an account in the name of Richland County in an amount equal to one hundred twenty-five percent (125%) of the estimated cost of improvements. The county engineer shall determine the estimated cost of improvements. The contract may authorize a reduction of the escrow account upon completion of a portion of the improvements, but at no time shall the escrow account be less than one hundred twenty-five percent (125%) of the remaining improvements.

(c) *Securities.* The developer may pledge securities in the form of negotiable stocks or bonds in favor of the county in an amount at least two (2) times the estimated cost of improvements. The county engineer shall determine the estimated cost of improvements.

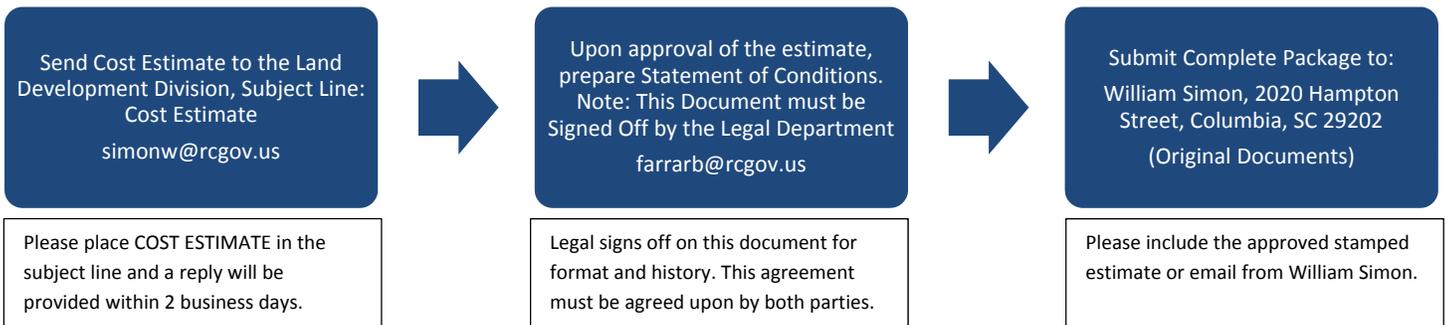
(d) *Omitted*

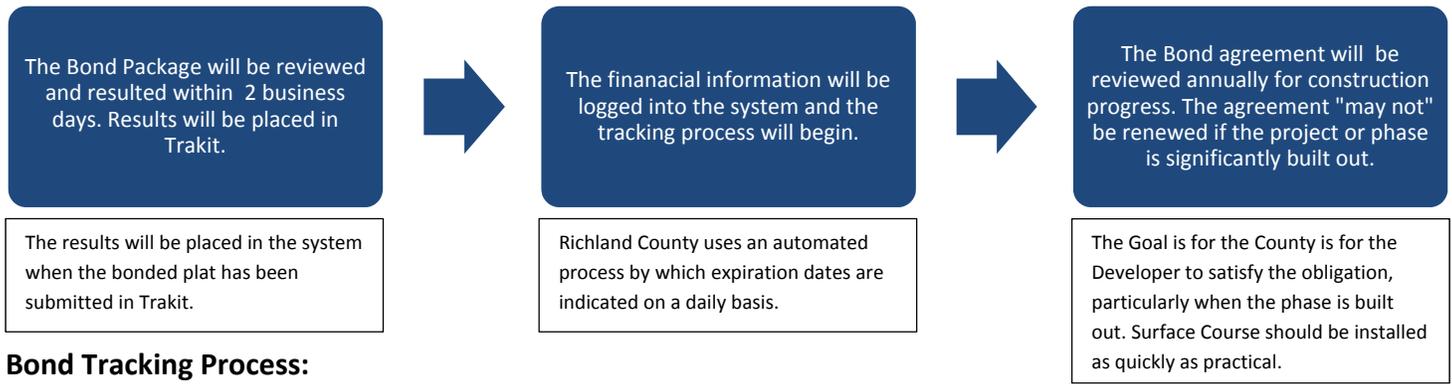
(e) *Letter of credit.* An irrevocable letter of credit issued by a responsible financial institution, in an amount equal to one hundred twenty-five percent (125%) of the estimated cost of improvements. The estimated cost of improvements shall be determined by the county engineer.

Bond Submittal Requirements (Complete Bond Package):

- Engineers Cost Estimate (Prepared by Engineer) Sealed and Signed
- Statement of Conditions (Prepared by Developer or Representative)
- Letter-of-Credit or Bond or Cash Bond (Prepared by Bank or Insurance Company)
- Bonded Plat (Prepared by Surveyor) Sealed and Signed

Bond Submittal Process (The process below is in conjunction with the overall submittal procedures for bonded plats):





Bond Tracking Process:

Bonds are tracked for the benefit of Richland County. The Developer should not reply upon reminders from Richland County to manage the terms of the surety instrument, however, the County will take an active role in the process and establish a relationship with the bank or insurance company.

The County will also require the bank or insurance company to sign a memorandum of understanding as it relates to the agreement between the developer and the County.

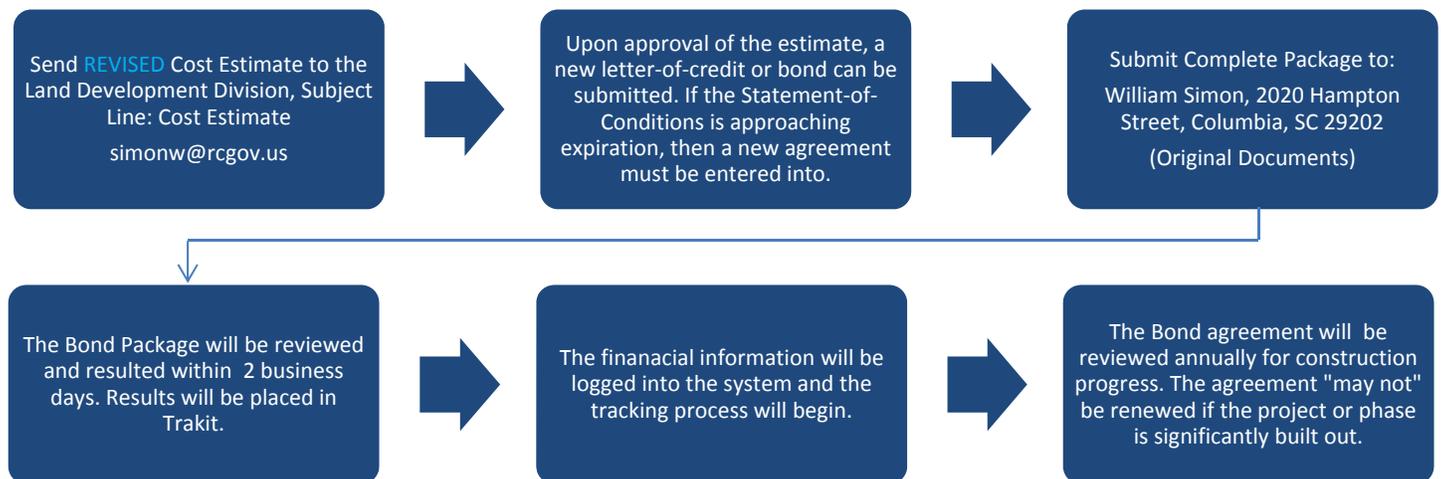
The tracking process includes sending letters, at specified times prior to expiration, to all relevant parties. The following criteria apply:

- 90-Day Letter (Sent to Developer)
- 45-Day Letter (Sent to Developer & Lending Institution) ***CERTIFIED***
- 30-Day Letter (Series of call made to the Developer & Surety Institution)
- 15-Day Letter (Claims Letter Sent to Lending Institution – Developer Cc'd) ***CERTIFIED***

Bond Reductions:

There is no codified language that allows reductions on letters-of-credit or bonds, however, it has been practice that these reductions are allowed. The County reserves the right to modify this practice with support from County Administration and proper notification to the Developing Community.

NOTE: BONDS WILL NO LONGER BE ALLOWED TO BE REDUCED TO MINIMAL AMOUNTS PRIOR TO ACCEPTANCE BY THE COUNTY. (i.e. A \$200,000.00 Bond cannot be reduced to \$7,000.00 the next day after surface course installation; the site is still subject to final inspection which could identify road failures after this installation and up to the day of acceptance by the County; and adequate surety must remain in place until acceptance. **To reduce a bond, the following procedures must be followed:**



Bond Termination: Bonds are terminated upon acceptance by the County or satisfaction of the obligation. Cash Bonds (Certified Checks) are held by the finance Department and refunds must be requested in writing to William Simon after project completion.



Richland County Community Planning & Development Department Richland County Public Works Department

	Estimate for Construction without Contingency	\$5,807,800.69
	Engineering Design and Contingency of 40%	\$2,323,120.28
	Total Estimate with Engineering Design and Contingency	\$8,130,920.96

SUBDIVISION ASSESSMENT

Ashwood Hill Subdivision		DISTRICT 1		Total Estimate without Mobilization \$68,377.36			
		Estimated Subdivision Mobilization \$3,000.00		Total Estimate for Ashwood Hill Subdivision \$71,377.36			
Ashwood Hill Drive Repairs only	Pvmt Removal Unit Per S.Y. Full Depth	Quantity	Cost				
		190	\$15.00				
		\$2,850.00					
	Sidewalk R&R - Unit Per L.F.	Quantity	Cost				
		0	\$85.00				
		\$0.00					
	8" Graded Agg. Base Unit Per S.Y.	Quantity	Cost				
		190	\$65.00				
		\$12,350.00					
		Curb & Gutter R&R Unit Per L.F.	Quantity	Cost			
		0	\$70.00				
	\$0.00						
Ashwood Hill Drive Milling and Resurfacing	Pvmt Removal Unit Per S.Y. Full Depth	Quantity	Cost				
		0	\$15.00				
		\$0.00					
	Sidewalk R&R - Unit Per L.F.	Quantity	Cost				
		0	\$85.00				
		\$0.00					
	8" Graded Agg. Base Unit Per S.Y.	Quantity	Cost				
		0	\$65.00				
		\$0.00					
		Curb & Gutter R&R Unit Per L.F.	Quantity	Cost			
		0	\$70.00				
	\$0.00						
		1.5" Surface Course Unit Per Tonnage	Quantity	Cost			
			17.25	\$120.00	Cost	\$105.00	
			\$2,070.00		\$2,867.81		
		Curb Inlet Repair Unit Per C.Y.	Quantity	Cost			
			0	\$300.00			
			\$0.00				
		1.5" Surface Course Unit Per Tonnage	Quantity	Cost			
			215.02125	\$120.00	Cost	\$105.00	
			\$25,802.55		\$0.00		
		Curb Inlet Repair Unit Per C.Y.	Quantity	Cost			
			0	\$300.00			
			\$0.00				
		2.5" Interm. Course Unit Per Tonnage	Quantity	Cost			
			0	\$105.00	Cost	\$9.00	
			\$0.00		\$22,437.00		
		Total Estimate for roadway				\$48,239.55	

Blythe Creek Subdivision		DISTRICT 2		Total Estimate without Mobilization \$379,114.77		
				Estimated Subdivision Mobilization \$3,000.00		
		Total Estimate for Blythe Creek Subdivision \$382,114.77		Milling Pavment Unit Per S.Y.		
Black Elk Lane	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	1.5" Surface Course Unit Per Tonnage	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.	
	Quantity	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	Cost	
	\$0.00	\$0.00	\$13,806.90	\$0.00	\$0.00	
	Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Curb Inlet Repair Unit Per C.Y.	Storm Structure Unit Per Repair	Total Estimate for roadway	
	Quantity	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	Cost	
	\$85.00	\$70.00	\$300.00	\$1,500.00	\$10.00	
	\$0.00	\$0.00	\$0.00	\$1,500.00	\$0.00	
	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	1.5" Surface Course Unit Per Tonnage	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.	
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Curb Inlet Repair Unit Per C.Y.	Storm Structure Unit Per Repair	No Repairs are Needed		
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$85.00	\$70.00	\$300.00	\$1,500.00	\$0.00		
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	1.5" Surface Course Unit Per Tonnage	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.		
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$15.00	\$65.00	\$120.00	\$105.00	\$10.00		
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Curb Inlet Repair Unit Per C.Y.	Storm Structure Unit Per Repair	Total Estimate for roadway		
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$85.00	\$70.00	\$300.00	\$1,500.00	\$87,562.00		
\$0.00	\$24,220.00	\$0.00	\$0.00	\$0.00		
Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	1.5" Surface Course Unit Per Tonnage	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.		
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$15.00	\$65.00	\$120.00	\$105.00	\$10.00		
\$0.00	\$0.00	\$63,342.00	\$0.00	\$0.00		
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Curb Inlet Repair Unit Per C.Y.	Storm Structure Unit Per Repair	Total Estimate for roadway		
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$85.00	\$70.00	\$300.00	\$1,500.00	\$87,562.00		
\$0.00	\$24,220.00	\$0.00	\$0.00	\$0.00		
Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	1.5" Surface Course Unit Per Tonnage	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.		
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$15.00	\$65.00	\$120.00	\$105.00	\$10.00		
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Curb Inlet Repair Unit Per C.Y.	Storm Structure Unit Per Repair	Total Estimate for roadway		
Quantity	Quantity	Quantity	Quantity	Quantity		
Cost	Cost	Cost	Cost	Cost		
\$85.00	\$70.00	\$300.00	\$1,500.00	\$6,510.00		
\$0.00	\$6,510.00	\$0.00	\$0.00	\$0.00		

Center Creek Court	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	25	\$70.00	0	\$300.00	0	\$1,500.00	\$1,750.00	
	\$0.00		\$1,750.00		\$0.00		\$0.00			
	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair				
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
0	\$85.00	50	\$70.00	0	\$300.00	0	\$1,500.00	\$3,500.00		
\$0.00		\$3,500.00		\$0.00		\$0.00				
Red Horse Court	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	1010	\$15.00	1010	\$65.00	114.10875	\$120.00	145.1875	\$105.00		\$10.00
	\$15,150.00		\$65,650.00		\$13,693.05		\$15,244.69		\$0.00	
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	50	\$70.00	0	\$300.00	0	\$1,500.00	\$3,500.00	
	\$0.00		\$3,500.00		\$0.00		\$0.00			
	Red Winds Court	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.
Quantity		Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
1091		\$15.00	1010	\$65.00	114.10875	\$120.00	145.1875	\$105.00		\$10.00
\$15,150.00		\$65,650.00		\$13,693.05		\$15,244.69		\$0.00		
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair				
Quantity		Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
0		\$85.00	130	\$70.00	0	\$300.00	0	\$1,500.00	\$118,837.74	
\$0.00		\$9,100.00		\$0.00		\$0.00				
Running Bear Court		Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	1091	\$15.00	1091	\$65.00	244.17375	\$120.00	156.83125	\$105.00		\$10.00
	\$16,365.00		\$70,915.00		\$29,300.85		\$16,467.28		\$0.00	
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	180	\$70.00	0	\$300.00	0	\$1,500.00	\$145,648.13	
	\$0.00		\$12,600.00		\$0.00		\$0.00			

Garden Brooke Phase 1 & 2 Subdivision

DISTRICT 1		Total Estimate without Mobilization \$198,313.96	
Subdivision		Estimated Subdivision Mobilization \$3,000.00	
Total Estimate for Garden Brooke Subdivision \$201,313.96		Milling Pavment Unit Per S.Y. Quantity Cost \$10.00	
Garden Brooke Drive Phase 1	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
	1000 \$15.00	956 \$65.00	143.75 \$105.00
	\$15,000.00	\$62,140.00	\$15,093.75
	Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair
	Quantity Cost	Quantity Cost	Quantity Cost
	20 \$85.00	155 \$70.00	0 \$1,500.00
	\$1,700.00	\$10,850.00	\$0.00
	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
654 \$15.00	654 \$65.00	94.0125 \$105.00	
\$9,810.00	\$42,510.00	\$9,871.31	
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair	
Quantity Cost	Quantity Cost	Quantity Cost	
0 \$85.00	90 \$70.00	0 \$1,500.00	
\$0.00	\$6,300.00	\$0.00	
Total Estimate for roadway \$117,533.75			
Green Ash Court	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
	0 \$15.00	0 \$65.00	0 \$105.00
	\$0.00	\$0.00	\$0.00
	Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair
	Quantity Cost	Quantity Cost	Quantity Cost
	0 \$85.00	90 \$70.00	0 \$1,500.00
	\$0.00	\$6,300.00	\$0.00
	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
0 \$15.00	0 \$65.00	0 \$105.00	
\$0.00	\$0.00	\$0.00	
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair	
Quantity Cost	Quantity Cost	Quantity Cost	
0 \$85.00	19 \$70.00	0 \$1,500.00	
\$0.00	\$1,330.00	\$0.00	
Total Estimate for roadway \$1,330.00			
Garden Brook Drive Phase 2	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
	0 \$15.00	0 \$65.00	0 \$105.00
	\$0.00	\$0.00	\$0.00
	Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair
	Quantity Cost	Quantity Cost	Quantity Cost
	0 \$85.00	19 \$70.00	0 \$1,500.00
	\$0.00	\$1,330.00	\$0.00
	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
0 \$15.00	0 \$65.00	0 \$105.00	
\$0.00	\$0.00	\$0.00	
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair	
Quantity Cost	Quantity Cost	Quantity Cost	
0 \$85.00	17 \$70.00	0 \$1,500.00	
\$0.00	\$1,190.00	\$0.00	
Total Estimate for roadway \$3,590.00			
Sawyer Court	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
	0 \$15.00	0 \$65.00	0 \$105.00
	\$0.00	\$0.00	\$0.00
	Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair
	Quantity Cost	Quantity Cost	Quantity Cost
	0 \$85.00	17 \$70.00	0 \$1,500.00
	\$0.00	\$1,190.00	\$0.00
	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage
	Quantity Cost	Quantity Cost	Quantity Cost
0 \$15.00	0 \$65.00	0 \$105.00	
\$0.00	\$0.00	\$0.00	
Sidwalk R&R - Unit Per L.F.	Curb & Gutter R&R Unit Per L.F.	Storm Structure Unit Per Repair	
Quantity Cost	Quantity Cost	Quantity Cost	
0 \$85.00	17 \$70.00	0 \$1,500.00	
\$0.00	\$1,190.00	\$0.00	
Total Estimate for roadway \$3,590.00			

	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.		
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
Greenmont Circle Phase 2	250	\$15.00	250	\$65.00	21.5625	\$120.00	35.9375	\$105.00		\$10.00	
		\$3,750.00		\$16,250.00		\$2,587.50		\$3,773.44		\$0.00	
	Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		Total Estimate for roadway		
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
	0	\$85.00	0	\$70.00	2	\$300.00	0	\$1,500.00		\$26,960.94	
		\$0.00		\$0.00		\$600.00		\$0.00			
	Birchton Court	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
		Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
		0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		No Repairs are Needed			
Quantity		Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
0		\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00		\$0.00	
		\$0.00		\$0.00		\$0.00		\$0.00			

Hastings Point Phase 1, 2 & 3 Subdivision

DISTRICT
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		Pvmt Removal		8" Graded Agg. Base		Total Estimate without Mobilization		\$873,655.75
		Unit Per S.Y. Full Depth		Unit Per S.Y.		Estimated Subdivision Mobilization		\$3,000.00
		Quantity	Cost	Quantity	Cost	Total Estimate for Hastings Point Subdivision		\$876,655.75
		0	\$15.00	0	\$65.00	1.5" Surface Course		Milling Pavment
		\$0.00		\$0.00		2.5" Interm. Course		Unit Per S.Y.
		Sidwalk		Curb & Gutter		Storm Structure		No Repairs are Needed
		R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per Repair		
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
		0	\$85.00	0	\$70.00	0	\$1,500.00	\$0.00
		\$0.00		\$0.00		\$0.00		
		Pvmt Removal		8" Graded Agg. Base		2.5" Interm. Course		Milling Pavment
		Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per S.Y.
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
		500	\$15.00	500	\$65.00	43.125	\$120.00	\$10.00
		\$7,500.00		\$32,500.00		\$5,175.00		\$0.00
		Sidwalk		Curb & Gutter		Storm Structure		Total Estimate for roadway
		R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per Repair		
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
		0	\$85.00	105	\$70.00	8	\$300.00	\$62,471.88
		\$0.00		\$7,350.00		\$0.00		
		Pvmt Removal		8" Graded Agg. Base		2.5" Interm. Course		Milling Pavment
		Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per S.Y.
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
		5000	\$15.00	5000	\$65.00	431.25	\$120.00	\$10.00
		\$75,000.00		\$325,000.00		\$51,750.00		\$0.00
		Sidwalk		Curb & Gutter		Storm Structure		Total Estimate for roadway
		R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per Repair		
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
		0	\$85.00	580	\$70.00	0	\$1,500.00	\$567,818.75
		\$0.00		\$40,600.00		\$0.00		
		Pvmt Removal		8" Graded Agg. Base		2.5" Interm. Course		Milling Pavment
		Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per S.Y.
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
		0	\$15.00	0	\$65.00	0	\$105.00	\$10.00
		\$0.00		\$0.00		\$0.00		\$0.00
		Sidwalk		Curb & Gutter		Storm Structure		Total Estimate for roadway
		R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per Repair		
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
		0	\$85.00	2	\$70.00	0	\$1,500.00	\$140.00
		\$0.00		\$140.00		\$0.00		

Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
500	\$15.00		43.125	\$120.00	71.875	\$105.00		\$10.00
\$7,500.00		\$15,600.00		\$5,175.00		\$7,546.88		\$0.00
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	150	\$70.00	3	\$300.00	0	\$1,500.00	\$47,221.88
\$0.00		\$10,500.00		\$900.00		\$0.00		
Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment
Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity
20	\$15.00	20	\$65.00	1.725	\$120.00	2.875	\$105.00	
\$300.00		\$1,300.00		\$207.00		\$301.88		\$0.00
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	125	\$70.00	1	\$300.00	0	\$1,500.00	\$11,158.88
\$0.00		\$8,750.00		\$300.00		\$0.00		
Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment
Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity
100	\$15.00	100	\$65.00	8.625	\$120.00	14.375	\$105.00	
\$1,500.00		\$6,500.00		\$1,035.00		\$1,509.38		\$0.00
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	120	\$70.00	1	\$300.00	0	\$1,500.00	\$19,244.38
\$0.00		\$8,400.00		\$300.00		\$0.00		
Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment
Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity
0	\$15.00	0	\$65.00	215.625	\$120.00	0	\$105.00	
\$0.00		\$0.00		\$25,875.00		\$0.00		\$0.00
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$25,875.00
\$0.00		\$0.00		\$0.00		\$0.00		

Garvey Circe Phase 2

Tubman Court Phase 2

Hastings Point Drive Phase 2

Boutchet Court Phase 3

Rice Creek Ridge Subdivision		DISTRICT 8		Total Estimate without Mobilization		\$379,796.08	
				Estimated Subdivision Mobilization		\$3,000.00	
Rice Creek Farms Road		Total Estimate for Rice Creek Ridge Subdivision		Milling Pavment		\$382,796.08	
Rice Creek Farms Road	Pvmt Removal	8" Graded Agg. Base	2.5" Interm. Course	Milling Pavment			
	Unit Per S.Y. Full Depth	Unit Per S.Y.	Unit Per Tonnage	Quantity	Cost	Quantity	Cost
	Quantity	Quantity	Quantity	138	\$120.00	230	\$105.00
	Cost	Cost	Cost				
	1600	\$65.00	\$16,560.00	\$24,150.00	\$105.00		
	\$24,000.00	\$104,000.00					
	Sidewalk	Curb & Gutter	Storm Structure	No Repairs are Needed			
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per Repair				
	Quantity	Quantity	Quantity	0	\$300.00	0	\$1,500.00
	0	\$70.00	\$0.00				\$168,710.00
\$0.00	\$0.00						
Buttonbush Court	Pvmt Removal	8" Graded Agg. Base	2.5" Interm. Course	Milling Pavment			
	Unit Per S.Y. Full Depth	Unit Per S.Y.	Unit Per Tonnage	Quantity	Cost	Quantity	Cost
	Quantity	Quantity	Quantity	8.625	\$120.00	14.375	\$105.00
	Cost	Cost	Cost				
	100	\$65.00	\$1,035.00	\$1,509.38	\$105.00		
	\$1,500.00	\$6,500.00					
	Sidewalk	Curb & Gutter	Storm Structure	Total Estimate for roadway			
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per Repair				
	Quantity	Quantity	Quantity	0	\$300.00	0	\$1,500.00
	0	\$70.00	\$0.00				\$14,044.38
\$0.00	\$3,500.00						
Sand Iris Court	Pvmt Removal	8" Graded Agg. Base	2.5" Interm. Course	Milling Pavment			
	Unit Per S.Y. Full Depth	Unit Per S.Y.	Unit Per Tonnage	Quantity	Cost	Quantity	Cost
	Quantity	Quantity	Quantity	0	\$120.00	0	\$105.00
	Cost	Cost	Cost				
	0	\$65.00	\$0.00	\$0.00	\$105.00		
	\$0.00	\$0.00					
	Sidewalk	Curb & Gutter	Storm Structure	Total Estimate for roadway			
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per Repair				
	Quantity	Quantity	Quantity	2	\$300.00	0	\$1,500.00
	0	\$70.00	\$600.00				\$600.00
\$0.00	\$0.00						
Rice Meadow Way	Pvmt Removal	8" Graded Agg. Base	2.5" Interm. Course	Milling Pavment			
	Unit Per S.Y. Full Depth	Unit Per S.Y.	Unit Per Tonnage	Quantity	Cost	Quantity	Cost
	Quantity	Quantity	Quantity	160.68375	\$120.00	267.80625	\$105.00
	Cost	Cost	Cost				
	1863	\$65.00	\$19,282.05	\$28,119.66	\$105.00		
	\$27,945.00	\$121,095.00					
	Sidewalk	Curb & Gutter	Storm Structure	Total Estimate for roadway			
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per Repair				
	Quantity	Quantity	Quantity	0	\$300.00	0	\$1,500.00
	0	\$70.00	\$0.00				\$196,441.71
\$0.00	\$0.00						

Rivers Station Subdivision		DISTRICT		7		Total Estimate without Mobilization		\$139,725.00	
		Estimated Subdivision Mobilization						\$3,000.00	
Rivers Station Subdivision		Total Estimate for Rivers Station Subdivision		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
		Unit Per Tonnage		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
		Quantity		Quantity		Quantity		Quantity	
		Cost		Cost		Cost		Cost	
Big Game Loop	Pvmt Removal	0	\$15.00	862.5	\$120.00	0	\$105.00		
	Unit Per S.Y. Full Depth								
	Quantity	0	\$15.00	862.5	\$120.00	0	\$105.00		
	Cost	\$0.00	\$0.00	\$103,500.00	\$0.00	\$0.00	\$0.00		
	Sidwalk								
	R&R - Unit Per L.F.								
	Quantity	0	\$85.00	0	\$70.00	0	\$1,500.00		
	Cost	\$0.00	\$0.00	\$300.00	\$0.00	\$0.00	\$0.00		
	Total Estimate for roadway								\$103,500.00
	Ostrich Circle	Pvmt Removal	0	\$15.00	215.625	\$120.00	0	\$105.00	
Unit Per S.Y. Full Depth									
Quantity		0	\$15.00	215.625	\$120.00	0	\$105.00		
Cost		\$0.00	\$0.00	\$25,875.00	\$0.00	\$0.00	\$0.00		
Sidwalk									
R&R - Unit Per L.F.									
Quantity		0	\$85.00	0	\$70.00	0	\$1,500.00		
Cost		\$0.00	\$0.00	\$300.00	\$0.00	\$0.00	\$0.00		
Total Estimate for roadway									\$25,875.00
Rivers Station Way		Pvmt Removal	0	\$15.00	86.25	\$120.00	0	\$105.00	
	Unit Per S.Y. Full Depth								
	Quantity	0	\$15.00	86.25	\$120.00	0	\$105.00		
	Cost	\$0.00	\$0.00	\$10,350.00	\$0.00	\$0.00	\$0.00		
	Sidwalk								
	R&R - Unit Per L.F.								
	Quantity	0	\$85.00	0	\$70.00	0	\$1,500.00		
	Cost	\$0.00	\$0.00	\$300.00	\$0.00	\$0.00	\$0.00		
	Total Estimate for roadway								\$10,350.00

Rolling Creek Subdivision		DISTRICT 1		Total Estimate without Mobilization		\$398,955.63		
				Estimated Subdivision Mobilization		\$3,000.00		
		Total Estimate for Rolling Creek Subdivision		\$401,955.63				
Dutchfork Branch Court	Pvmt Removal	Unit Per S.Y. Full Depth	8" Graded Agg. Base					
	Quantity	Cost	Unit Per S.Y.	Quantity	Cost	Unit Per Tonnage	Cost	
	600	\$15.00	600	600	\$65.00	51.75	\$120.00	
	\$9,000.00		\$39,000.00		\$6,210.00	\$9,056.25		
	Sidwalk		Curb & Gutter					
	R&R - Unit Per L.F.	Cost	R&R Unit Per L.F.	Storm Structure	Unit Per Repair	Quantity	Cost	
	0	\$85.00	450	5	\$300.00	0	\$1,500.00	
	\$0.00		\$31,500.00		\$1,500.00		\$0.00	
	Pvmt Removal	Unit Per S.Y. Full Depth	8" Graded Agg. Base					
	Quantity	Cost	Unit Per S.Y.	Quantity	Cost	Unit Per Tonnage	Cost	
2500	\$15.00	2500	215.625	\$120.00	359.375	\$105.00		
\$37,500.00		\$162,500.00		\$25,875.00	\$37,734.38			
Sidwalk		Curb & Gutter						
R&R - Unit Per L.F.	Cost	R&R Unit Per L.F.	Storm Structure	Unit Per Repair	Quantity	Cost		
0	\$85.00	554	1	\$300.00	0	\$1,500.00		
\$0.00		\$38,780.00		\$300.00		\$0.00		
				Total Estimate for roadway		\$96,266.25		
Dutchfork Creek Trail	Pvmt Removal	Unit Per S.Y. Full Depth	8" Graded Agg. Base					
	Quantity	Cost	Unit Per S.Y.	Quantity	Cost	Unit Per Tonnage	Cost	
	2500	\$15.00	2500	215.625	\$120.00	359.375	\$105.00	
	\$37,500.00		\$162,500.00		\$25,875.00	\$37,734.38		
	Sidwalk		Curb & Gutter					
	R&R - Unit Per L.F.	Cost	R&R Unit Per L.F.	Storm Structure	Unit Per Repair	Quantity	Cost	
	0	\$85.00	554	1	\$300.00	0	\$1,500.00	
	\$0.00		\$38,780.00		\$300.00		\$0.00	
					Total Estimate for roadway		\$302,689.38	

Rolling Creek, Courtyards Subdivision

DISTRICT
1

Pvmt Removal		8" Graded Agg. Base		2.5" Interm. Course		Milling Pavment	
Unit Per S.Y. Full Depth	Unit Per S.Y.	Quantity	Cost	Unit Per Tonnage	Unit Per Tonnage	Quantity	Cost
500	\$15.00	500	\$65.00	43.125	\$120.00	71.875	\$105.00
\$7,500.00		\$32,500.00		\$7,546.88			
Sidwalk		Curb & Gutter		Storm Structure		Total Estimate for roadway	
R&R - Unit Per L.F.	Unit Per L.F.	Quantity	Cost	Unit Per C.Y.	Unit Per Repair	Quantity	Cost
0	\$85.00	140	\$70.00	2	\$300.00	0	\$1,500.00
\$0.00		\$9,800.00		\$600.00		\$63,121.88	
Pvmt Removal		8" Graded Agg. Base		2.5" Interm. Course		Milling Pavment	
Unit Per S.Y. Full Depth	Unit Per S.Y.	Quantity	Cost	Unit Per Tonnage	Unit Per Tonnage	Quantity	Cost
1000	\$15.00	1000	\$65.00	86.25	\$120.00	143.75	\$105.00
\$15,000.00		\$65,000.00		\$10,350.00		\$15,093.75	
Sidwalk		Curb & Gutter		Storm Structure		Total Estimate for roadway	
R&R - Unit Per L.F.	Unit Per L.F.	Quantity	Cost	Unit Per C.Y.	Unit Per Repair	Quantity	Cost
0	\$85.00	350	\$70.00	2	\$300.00	0	\$1,500.00
\$0.00		\$24,500.00		\$600.00		\$130,543.75	
Pvmt Removal		8" Graded Agg. Base		2.5" Interm. Course		Milling Pavment	
Unit Per S.Y. Full Depth	Unit Per S.Y.	Quantity	Cost	Unit Per Tonnage	Unit Per Tonnage	Quantity	Cost
1255	\$15.00	1255	\$65.00	108.24375	\$120.00	180.40625	\$105.00
\$18,825.00		\$81,575.00		\$12,989.25		\$18,942.66	
Sidwalk		Curb & Gutter		Storm Structure		Total Estimate for roadway	
R&R - Unit Per L.F.	Unit Per L.F.	Quantity	Cost	Unit Per C.Y.	Unit Per Repair	Quantity	Cost
0	\$85.00	500	\$70.00	1	\$300.00	0	\$1,500.00
\$0.00		\$35,000.00		\$300.00		\$167,631.91	
Pvmt Removal		8" Graded Agg. Base		2.5" Interm. Course		Milling Pavment	
Unit Per S.Y. Full Depth	Unit Per S.Y.	Quantity	Cost	Unit Per Tonnage	Unit Per Tonnage	Quantity	Cost
1000	\$15.00	1000	\$65.00	86.25	\$120.00	143.75	\$105.00
\$15,000.00		\$65,000.00		\$10,350.00		\$15,093.75	
Sidwalk		Curb & Gutter		Storm Structure		Total Estimate for roadway	
R&R - Unit Per L.F.	Unit Per L.F.	Quantity	Cost	Unit Per C.Y.	Unit Per Repair	Quantity	Cost
0	\$85.00	135	\$70.00	1	\$300.00	0	\$1,500.00
\$0.00		\$9,450.00		\$300.00		\$115,193.75	

North Nichols Creek Point	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interim. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$15.00	0	\$65.00	38.64	\$120.00	0	\$105.00		\$10.00
	\$0.00		\$0.00		\$4,636.80		\$0.00			
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure			
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Total Estimate for roadway	
	0	\$85.00	160	\$70.00	0	\$300.00	0	\$1,500.00	\$15,836.80	
	\$0.00		\$11,200.00		\$0.00		\$0.00			
Nichols Branch Lane	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interim. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	100	\$15.00	100	\$65.00	215.625	\$120.00	14.375	\$105.00		\$10.00
	\$1,500.00		\$6,500.00		\$25,875.00		\$1,509.38			
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure			
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Total Estimate for roadway	
	0	\$85.00	1000	\$70.00	3	\$300.00	0	\$1,500.00	\$106,284.38	
	\$0.00		\$70,000.00		\$900.00		\$0.00			
South Nichols Creek Point	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interim. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	100	\$15.00	100	\$65.00	8.625	\$120.00	14.375	\$105.00		\$10.00
	\$1,500.00		\$6,500.00		\$1,035.00		\$1,509.38			
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure			
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Total Estimate for roadway	
	0	\$85.00	145	\$70.00	1	\$300.00	0	\$1,500.00	\$20,994.38	
	\$0.00		\$10,150.00		\$300.00		\$0.00			
Dutchmans Branch Court	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interim. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	100	\$15.00	100	\$65.00	8.625	\$120.00	14.375	\$105.00		\$10.00
	\$1,500.00		\$6,500.00		\$1,035.00		\$1,509.38			
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure			
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Total Estimate for roadway	
	10	\$85.00	10	\$70.00	0	\$300.00	0	\$1,500.00	\$12,094.38	
	\$850.00		\$700.00		\$0.00		\$0.00			

Dutchmans Creek Trail	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	100	\$15.00	100	\$65.00	8.625	\$120.00	14.375	\$105.00		\$10.00
		\$1,500.00		\$6,500.00		\$1,035.00		\$1,509.38		
	Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		Total Estimate for roadway	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00		
		\$0.00		\$0.00		\$0.00		\$0.00	\$10,544.38	

Rose Oaks Subdivision		DISTRICT 1		Total Estimate without Mobilization		\$367,115.46	
				Estimated Subdivision Mobilization		\$3,000.00	
Total Estimate for Rose Oaks Subdivision						\$370,115.46	
Amber Ridge Trail	Pvmt Removal	8" Graded Agg. Base	Unit Per S.Y.	1.5" Surface Course	2.5" Interm. Course	Milling Pavment	Unit Per S.Y.
	Quantity	Quantity	Cost	Quantity	Quantity	Quantity	Cost
	41	41	\$65.00	3.53625	5.89375		\$10.00
	\$615.00	\$2,665.00		\$424.35	\$618.84		
	Sidewalk	Curb & Gutter			Storm Structure		
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per C.Y.	Unit Per Repair	Unit Per Repair		
	Quantity	Quantity	Cost	Quantity	Quantity	Cost	Cost
	51	239	\$70.00	0	1	\$1,500.00	
	\$4,335.00	\$16,730.00	\$0.00	\$0.00	\$1,500.00		
	Pvmt Removal	8" Graded Agg. Base	Unit Per S.Y.	1.5" Surface Course	2.5" Interm. Course	Milling Pavment	Unit Per S.Y.
Quantity	Quantity	Cost	Quantity	Quantity	Quantity	Cost	
200	169	\$65.00	17.25	28.75		\$10.00	
\$3,000.00	\$10,985.00		\$2,070.00	\$3,018.75			
Sidewalk	Curb & Gutter			Storm Structure			
R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per C.Y.	Unit Per Repair	Unit Per Repair			
Quantity	Quantity	Cost	Quantity	Quantity	Cost	Cost	
50	1000	\$70.00	0	1	\$1,500.00		
\$4,250.00	\$70,000.00	\$0.00	\$0.00	\$1,500.00			
Pvmt Removal	8" Graded Agg. Base	Unit Per S.Y.	1.5" Surface Course	2.5" Interm. Course	Milling Pavment	Unit Per S.Y.	
Quantity	Quantity	Cost	Quantity	Quantity	Quantity	Cost	
100	100	\$65.00	8.625	14.375		\$10.00	
\$1,500.00	\$6,500.00		\$1,035.00	\$1,509.38			
Sidewalk	Curb & Gutter			Storm Structure			
R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per C.Y.	Unit Per Repair	Unit Per Repair			
Quantity	Quantity	Cost	Quantity	Quantity	Cost	Cost	
25	196	\$70.00	0	1	\$1,500.00		
\$2,125.00	\$13,720.00	\$0.00	\$0.00	\$1,500.00			
Pvmt Removal	8" Graded Agg. Base	Unit Per S.Y.	1.5" Surface Course	2.5" Interm. Course	Milling Pavment	Unit Per S.Y.	
Quantity	Quantity	Cost	Quantity	Quantity	Quantity	Cost	
5	5	\$65.00	0.43125	0.71875		\$10.00	
\$75.00	\$325.00		\$51.75	\$75.47			
Sidewalk	Curb & Gutter			Storm Structure			
R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per C.Y.	Unit Per Repair	Unit Per Repair			
Quantity	Quantity	Cost	Quantity	Quantity	Cost	Cost	
50	250	\$70.00	0	0	\$1,500.00		
\$4,250.00	\$17,500.00	\$0.00	\$0.00	\$0.00			
English Legend Drive	Pvmt Removal	8" Graded Agg. Base	Unit Per S.Y.	1.5" Surface Course	2.5" Interm. Course	Milling Pavment	Unit Per S.Y.
	Quantity	Quantity	Cost	Quantity	Quantity	Quantity	Cost
	5	5	\$65.00	0.43125	0.71875		\$10.00
	\$75.00	\$325.00		\$51.75	\$75.47		
	Sidewalk	Curb & Gutter			Storm Structure		
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per C.Y.	Unit Per Repair	Unit Per Repair		
	Quantity	Quantity	Cost	Quantity	Quantity	Cost	Cost
	50	250	\$70.00	0	0	\$1,500.00	
	\$4,250.00	\$17,500.00	\$0.00	\$0.00	\$0.00		
	Pvmt Removal	8" Graded Agg. Base	Unit Per S.Y.	1.5" Surface Course	2.5" Interm. Course	Milling Pavment	Unit Per S.Y.
Quantity	Quantity	Cost	Quantity	Quantity	Quantity	Cost	
5	5	\$65.00	0.43125	0.71875		\$10.00	
\$75.00	\$325.00		\$51.75	\$75.47			
Sidewalk	Curb & Gutter			Storm Structure			
R&R - Unit Per L.F.	R&R Unit Per L.F.	Unit Per C.Y.	Unit Per Repair	Unit Per Repair			
Quantity	Quantity	Cost	Quantity	Quantity	Cost	Cost	
50	250	\$70.00	0	0	\$1,500.00		
\$4,250.00	\$17,500.00	\$0.00	\$0.00	\$0.00			
Total Estimate for roadway						\$27,889.38	
Total Estimate for roadway						\$94,823.75	
Total Estimate for roadway						\$22,277.22	

	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y.	Full Depth	Quantity	Cost	Unit Per S.Y.	Cost	Quantity	Cost	Unit Per S.Y.	Cost
Antique Rose Court	700	\$15.00	700	\$65.00	60.375	\$120.00	100.625	\$105.00		\$10.00
		\$10,500.00		\$45,500.00		\$7,245.00		\$10,565.63		
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.	Cost	Quantity	Cost	Unit Per C.Y.	Cost	Quantity	Cost		
	10	\$85.00	20	\$70.00	0	\$300.00	0	\$1,500.00		\$76,060.63
		\$850.00		\$1,400.00		\$0.00		\$0.00		
	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y.	Full Depth	Quantity	Cost	Unit Per S.Y.	Cost	Unit Per S.Y.	Cost	Unit Per S.Y.	Cost
	200	\$15.00	200	\$65.00	17.25	\$120.00	28.75	\$105.00		\$10.00
		\$3,000.00		\$13,000.00		\$2,070.00		\$3,018.75		
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.	Cost	Quantity	Cost	Unit Per C.Y.	Cost	Quantity	Cost			
20	\$85.00	100	\$70.00	1	\$300.00	1	\$1,500.00		\$31,588.75	
	\$1,700.00		\$7,000.00		\$300.00		\$1,500.00			
Rainbows End Court	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y.	Full Depth	Quantity	Cost	Unit Per S.Y.	Cost	Unit Per S.Y.	Cost	Unit Per S.Y.	Cost
	48	\$15.00	48	\$65.00	4.14	\$120.00	6.9	\$105.00		\$10.00
		\$720.00		\$3,120.00		\$496.80		\$724.50		
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.	Cost	Quantity	Cost	Unit Per C.Y.	Cost	Quantity	Cost		
	20	\$85.00	100	\$70.00	0	\$300.00	0	\$1,500.00		\$13,761.30
		\$1,700.00		\$7,000.00		\$0.00		\$0.00		
	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y.	Full Depth	Quantity	Cost	Unit Per S.Y.	Cost	Unit Per S.Y.	Cost	Unit Per S.Y.	Cost
100	\$15.00	100	\$65.00	8.625	\$120.00	14.375	\$105.00		\$10.00	
	\$1,500.00		\$6,500.00		\$1,035.00		\$1,509.38			
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.	Cost	Quantity	Cost	Unit Per C.Y.	Cost	Quantity	Cost			
12	\$85.00	70	\$70.00	1	\$300.00	0	\$1,500.00		\$16,764.38	
	\$1,020.00		\$4,900.00		\$300.00		\$0.00			

Compass Rose Way	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	500	\$15.00	500	\$65.00	43.125	\$120.00	71.875	\$105.00		\$10.00
		\$7,500.00		\$32,500.00		\$5,175.00		\$7,546.88		
	Sidewalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	62	\$70.00	0	\$300.00	0	\$1,500.00		
		\$0.00		\$4,340.00		\$0.00		\$0.00	\$57,061.88	

The Courtyards At Salem Place Subdivision

		DISTRICT 8		Total Estimate without Mobilization \$127,515.00	
				Estimated Subdivision Mobilization \$3,000.00	
				Total Estimate for roadways \$130,515.00	
Placid Drive	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.	
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$0.00	\$0.00	\$120.00	\$105.00	
	Sidewalk	Curb & Gutter			
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Storm Structure Unit Per Repair		
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$85.00	\$70.00	\$300.00	\$1,500.00	
	\$0.00	\$28,070.00	\$0.00	\$0.00	Total Estimate for roadways \$48,770.00
Tranquil Trail	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.	
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$15.00	\$65.00	\$120.00	\$105.00	
	\$0.00	\$0.00	\$20,700.00	\$0.00	
	Sidewalk	Curb & Gutter	Storm Structure Unit Per Repair		
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Storm Structure Unit Per Repair		
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$85.00	\$70.00	\$300.00	\$1,500.00	Total Estimate for roadways \$55,560.00
\$0.00	\$34,860.00	\$0.00	\$0.00		
Placid Drive	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.	
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$15.00	\$65.00	\$120.00	\$105.00	
	\$0.00	\$0.00	\$0.00	\$0.00	
	Sidewalk	Curb & Gutter	Storm Structure Unit Per Repair		
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Storm Structure Unit Per Repair		
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$85.00	\$70.00	\$300.00	\$1,500.00	Total Estimate for roadways \$13,720.00
\$0.00	\$13,720.00	\$0.00	\$0.00		
Serene Court	Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.	2.5" Interm. Course Unit Per Tonnage	Milling Pavment Unit Per S.Y.	
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$15.00	\$65.00	\$120.00	\$105.00	
	\$0.00	\$0.00	\$0.00	\$0.00	
	Sidewalk	Curb & Gutter	Storm Structure Unit Per Repair		
	R&R - Unit Per L.F.	R&R Unit Per L.F.	Storm Structure Unit Per Repair		
	Quantity	Quantity	Quantity	Quantity	
	Cost	Cost	Cost	Cost	
	\$85.00	\$70.00	\$300.00	\$1,500.00	Total Estimate for roadways \$9,465.00
\$0.00	\$8,190.00	\$0.00	\$0.00		

Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
200	\$15.00		200	\$65.00	17.25	\$120.00	28.75	\$105.00
\$3,000.00		\$13,000.00			\$2,070.00		\$3,018.75	
Sidewalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	
\$0.00		\$0.00		\$0.00		\$0.00		
Total Estimate for roadway								\$21,088.75
Ringbelle Row								
Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
1000	\$15.00	1000	\$65.00	86.25	\$120.00	143.75	\$105.00	
\$15,000.00		\$65,000.00		\$10,350.00		\$15,093.75		
Sidewalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	50	\$70.00	0	\$300.00	0	\$1,500.00	
\$0.00		\$3,500.00		\$0.00		\$0.00		
Total Estimate for roadway								\$108,943.75
Stonebury Circle								
Pvmt Removal Unit Per S.Y. Full Depth	8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00	
\$0.00		\$0.00		\$0.00		\$0.00		
Total Estimate for roadway								\$900.00
Unnamed Street								

	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth	Cost	Quantity	Unit Per S.Y.	Quantity	Cost	Quantity	Unit Per Tonnage	Quantity	Cost
Old Hickory Court	1000	\$15.00	1000	\$65.00	86.25	\$120.00	143.75	\$105.00		\$10.00
		\$15,000.00		\$65,000.00		\$10,350.00		\$15,093.75		
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	20	\$70.00	0	\$300.00	0	\$1,500.00		
		\$0.00		\$1,400.00		\$0.00		\$0.00		
	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
1500	\$15.00	1500	\$65.00	129.375	\$120.00	215.625	\$105.00		\$10.00	
	\$22,500.00		\$97,500.00		\$15,525.00		\$22,640.63			
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair				
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00			
	\$0.00		\$0.00		\$0.00		\$0.00			
Sand Oak Court	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
		\$0.00		\$0.00		\$0.00		\$0.00		
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00		
		\$0.00		\$0.00		\$0.00		\$0.00		
Canvasback Court	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
		\$0.00		\$0.00		\$0.00		\$0.00		
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		No Repairs are Needed	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00		
		\$0.00		\$0.00		\$0.00		\$0.00		
Gadwell Court	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	5	\$15.00	5	\$65.00	0.43125	\$120.00	0.71875	\$105.00		\$10.00
		\$75.00		\$325.00		\$51.75		\$75.47		
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	0	\$70.00	1	\$300.00	0	\$1,500.00		
		\$0.00		\$0.00		\$300.00		\$0.00		

	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth	Cost	Quantity	Unit Per S.Y.	Quantity	Cost	Quantity	Unit Per Tonnage	Quantity	Unit Per S.Y.
Ring Neck Duck Court	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
	\$0.00		\$0.00		\$0.00		\$0.00			
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		No Repairs are Needed	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00	
	\$0.00		\$0.00		\$0.00		\$0.00			
	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00	Quantity	Cost
	\$0.00		\$0.00		\$0.00		\$0.00			
Ruddy Duck Court	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		No Repairs are Needed	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00	
	\$0.00		\$0.00		\$0.00		\$0.00			
	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	1200	\$15.00	1200	\$65.00	103.5	\$120.00	172.5	\$105.00	Quantity	Cost
	\$18,000.00		\$78,000.00		\$12,420.00		\$18,112.50			
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair		\$130,152.50	
0	\$85.00	26	\$70.00	1	\$300.00	1	\$1,500.00			
\$0.00		\$1,820.00		\$300.00		\$1,500.00				
Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment		
Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.		
500	\$15.00	500	\$65.00	43.125	\$120.00	71.875	\$105.00	Quantity	Cost	
\$7,500.00		\$32,500.00		\$5,175.00		\$7,546.88				
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair		\$54,221.88		
0	\$85.00	0	\$70.00	0	\$300.00	1	\$1,500.00			
\$0.00		\$0.00		\$0.00		\$1,500.00				

Willow Glen Circle	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	50	\$15.00	50	\$65.00	4.3125	\$120.00	7.1875	\$105.00		\$10.00
	\$750.00		\$3,250.00		\$517.50		\$754.69			
	Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		Total Estimate for roadway	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	24	\$70.00	0	\$300.00	0	\$1,500.00	\$6,952.19	
	\$0.00		\$1,680.00		\$0.00		\$0.00			
	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
200	\$15.00	200	\$65.00	17.25	\$120.00	28.75	\$105.00		\$10.00	
\$3,000.00		\$13,000.00		\$2,070.00		\$3,018.75				
Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		Total Estimate for roadway		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
0	\$85.00	10	\$70.00	1	\$300.00	1	\$1,500.00	\$23,588.75		
\$0.00		\$700.00		\$300.00		\$1,500.00				
Weeping Willow Circle	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
	\$0.00		\$0.00		\$0.00		\$0.00			
	Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		No Repairs are Needed	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00	
	\$0.00		\$0.00		\$0.00		\$0.00			
	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		No Repairs are Needed		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00		
\$0.00		\$0.00		\$0.00		\$0.00				
Alpina Court	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
	\$0.00		\$0.00		\$0.00		\$0.00			
	Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		No Repairs are Needed	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00	
	\$0.00		\$0.00		\$0.00		\$0.00			
	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		No Repairs are Needed		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00		
\$0.00		\$0.00		\$0.00		\$0.00				
Buttercup Circle	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
	\$0.00		\$0.00		\$0.00		\$0.00			
	Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		No Repairs are Needed	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost		
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00	
	\$0.00		\$0.00		\$0.00		\$0.00			
	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Sidwalk R&R - Unit Per L.F.		Curb & Gutter R&R Unit Per L.F.		Curb Inlet Repair Unit Per C.Y.		Storm Structure Unit Per Repair		No Repairs are Needed		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost			
0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00	\$0.00		
\$0.00		\$0.00		\$0.00		\$0.00				

	Pvmt Removal Unit Per S.Y. Full Depth		8" Graded Agg. Base Unit Per S.Y.		1.5" Surface Course Unit Per Tonnage		2.5" Interm. Course Unit Per Tonnage		Milling Pavment Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
North High Duck Trail	0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00
	\$0.00		\$0.00		\$0.00		\$0.00			
	Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		No Repairs are Needed	
	R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair			
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
	0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00		\$0.00
	\$0.00		\$0.00		\$0.00		\$0.00			
	Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment	
	Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.	
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		No Repairs are Needed		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair				
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	0	\$70.00	0	\$300.00	0	\$1,500.00		\$0.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment		
Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair				
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	60	\$70.00	0	\$300.00	0	\$1,500.00		\$4,200.00	
\$0.00		\$4,200.00		\$0.00		\$0.00				
Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment		
Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair				
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Pvmt Removal		8" Graded Agg. Base		1.5" Surface Course		2.5" Interm. Course		Milling Pavment		
Unit Per S.Y. Full Depth		Unit Per S.Y.		Unit Per Tonnage		Unit Per Tonnage		Unit Per S.Y.		
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$15.00	0	\$65.00	0	\$120.00	0	\$105.00		\$10.00	
\$0.00		\$0.00		\$0.00		\$0.00				
Sidwalk		Curb & Gutter		Curb Inlet Repair		Storm Structure		Total Estimate for roadway		
R&R - Unit Per L.F.		R&R Unit Per L.F.		Unit Per C.Y.		Unit Per Repair				
Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
0	\$85.00	159	\$70.00	3	\$300.00	0	\$1,500.00		\$12,030.00	
\$0.00		\$11,130.00		\$900.00		\$0.00				

STATE OF SOUTH CAROLINA
COUNTY COUNCIL FOR RICHLAND COUNTY
ORDINANCE NO. 037-14HR

AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 2, ADMINISTRATION; ARTICLE V, COUNTY DEPARTMENTS; DIVISION 2, PUBLIC WORKS; SECTION 2-197, USE OF COUNTY EQUIPMENT BY PRIVATE PARTIES AND DURING PUBLIC EMERGENCIES; AND CHAPTER 21, ROADS, HIGHWAYS AND BRIDGES; ARTICLE I, IN GENERAL; SECTION 21-4, DRAINAGE ON PRIVATE PROPERTY; AND SECTION 21-16; SO AS TO BROADEN THE CIRCUMSTANCES UNDER WHICH THE COUNTY MAY PERFORM EMERGENCY MAINTENANCE.

NOW, THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE RICHLAND COUNTY COUNCIL:

SECTION I. The Richland County Code of Ordinances, Chapter 2, Administration; Article V, County Departments; Division 2, Public Works; Section 2-197, Use of County Equipment by Private Parties and During Emergencies; is hereby amended to read as follows:

Sec. 2-197. Use of county equipment by private parties and during public emergencies.

(a) *Use and operation of county equipment.* Only authorized employees of the county shall be allowed to use and operate equipment owned by the county. No such equipment may be used at any time on private property or for private purposes except for public emergencies as hereinafter defined and as duly authorized by the director of public works and/or the county administrator.

(b) *Public emergency.* A public emergency is hereby defined as a flood (as defined under Section 26-22 of this Code of Ordinances), earthquake, tornado, hurricane, plane crash, train wreck, vehicular wrecks involving five (5) or more vehicles and/or ten (10) or more persons, fires and other occurrences, natural or man-made, where the public health is threatened or the potential of extensive damage to private property exists and immediate, emergency steps are necessary to protect life, health, the environment, and prevent substantial property loss.

(c) *Records.* In the event of such public emergency, the department of public works must, as soon thereafter as possible, make a record of the nature of the emergency, the property and/or owner involved, the operator of the equipment, the names of county employees utilized, the date(s) thereof, and the man-hours involved.

(d) *Reimbursement.* The director of public works and/or the county administrator may apply for reimbursement for the services rendered by county employees and equipment where the private party either had or has insurance available for such services or where federal or state funds are available, such as disaster aid.

(e) *Violation.* The failure to comply with this section shall be grounds for suspension, removal or termination.

SECTION II. The Richland County Code of Ordinances, Chapter 21, Roads, Highways and Bridges; Article I, In General; Section 21-4, Drainage on Private Property; is hereby amended to read as follows:

Sec. 21-4. Drainage on private property.

(a) Drainage improvements and/or maintenance will be undertaken by county forces on private property only:

(1) When the drainage system involved has been designed, approved and constructed in accordance with the county's Stormwater Management, Erosion

(2) When there is a clear and substantial public interest served in doing so and drainage easements are granted to the county on all of the property involved. Improvements and/or maintenance with an estimated material cost in the amount of five thousand dollars (\$5,000.00) or less may be approved by the county administrator. Drainage improvements and/or maintenance in excess of five thousand dollars (\$5,000.00) in material costs shall be reviewed and approved by County Council. For the purpose of this section, a public interest is defined as:

- a. The correction of a serious health hazard or environmental concern, as designated by county or state officials, affecting multiple residences.
- b. The correction of a malfunction or inadequacy of the drainage system within the right-of-way of a publicly maintained street or road.
- c. The correction of drainage problems associated with projects constructed by the county.
- d. The maintenance of the structural integrity of the existing drainage infrastructure of the county.
- e. The improvement of drainage for the benefit of the community. To benefit the community, drainage improvements must eliminate flooding that directly affects a minimum of four (4) residences and/or businesses situated on individual lots or inundates a public road.
- f. However, correction of minor ditch erosion problems on private property will not be considered a substantial public interest.

(3) Emergency maintenance and/or improvements of private drainage facilities, including natural resources (such as streams), may be undertaken when the following conditions exist and the requirements of Subsection (a) (2), above, cannot be met:

- a. The correction of a serious health or environmental hazard, as designated by county or state officials, affecting a single residence and beyond the ability of an individual property owner to resolve.
- b. Improvements and/or maintenance that eliminate flooding of less than four (4) residences and/or businesses.
- c. Improvements and/or maintenance of an existing drainage facility, failure of which may result in property damage to downstream properties or potential loss of life.
- d. The provision of emergency maintenance will not create a maintenance responsibility for Richland County. A temporary right-of-entry will be required of the property owner, covering only the time which the emergency maintenance is performed.

Improvements and/or maintenance with an estimated material cost in the amount of five thousand dollars (\$5,000.00) or less may be approved by the county administrator. Drainage improvements and/or maintenance in excess of five thousand dollars (\$5,000.00) in material costs shall be reviewed and approved by County Council.

(b) Easements or temporary rights-of-way must be obtained for any existing or proposed drainage facilities on private property before any work is performed thereon by county forces. Easements for maintenance of drainage facilities constructed without the