



TRANSPORTATION AD HOC COMMITTEE

May 16, 2017
3:00 PM
4th Floor Conference Room

Committee Members

Jim Manning, Chair
District Eight

Bill Malinowski
District One

Yvonne McBride
District Three

Paul Livingston
District Four

Norman Jackson
District Eleven

1. Call to Order
2. Approval of Minutes [Page 2]
3. Adoption of the Agenda
4. Clemson Road Widening Project: Right of way acquisition* [Pages 3-9]
5. Clemson Road and Sparkleberry Lane Intersection Improvement: Right of way acquisition* [Page 10]
6. Gills Creek A Greenway: Executive Summary [Pages 11-23]
7. Status of PDT Contract Modification [Page 24]
8. Mitigation Bank: Excess credit sales [Pages 25-27]
9. Bluff Road Widening Project:
 - a. Options for reducing termini [Pages 28-30]
 - b. Updated utility undergrounding estimate [Pages 31-32]
 - c. Estimate for roadway lighting [Pages 33-34]
10. Program Interns: Overview [Pages 35-38]
11. Other Business
12. Adjournment

**Items with outside legal counsel*

RICHLAND COUNTY COUNCIL SOUTH CAROLINA



TRANSPORTATION AD HOC COMMITTEE

March 28, 2017
4:00 PM
4th Floor Conference Room

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

CALL TO ORDER

Mr. Manning called the meeting to order at approximately 4:00 PM

APPROVAL OF MINUTES

March 9, 2017 – Mr. Livingston moved, seconded by Mr. Malinowski, to approve the minutes as distributed. The vote in favor was unanimous.

ADOPTION OF THE AGENDA

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

FOR ACTION

The committee went into Executive Session at approximately 4:01 p.m. and came out at approximately 4:58 p.m.

PDT Contract – No action was taken.

Audit Update – The committee received an update from Mr. Perry and Mr. Driggers on the County's bonding capacity. It was determined the bonding capacity does not need to be utilized at this time.

ADJOURNMENT

The meeting adjourned at approximately 4:59 PM

The Minutes were transcribed by Michelle M. Onley, Deputy Clerk of Council

Council Members Present

Jim Manning, Chair
District Four

Bill Malinowski
District One

Yvonne McBride
District Three

Paul Livingston
District Four

Norman Jackson
District Eleven

Others Present:

Calvin "Chip" Jackson
Michelle Onley
Brenda Parnell
Daniel Driggers
Rob Perry

4. Clemson Road Widening Project: Right of way acquisition*

Discussion Point:

Right of way acquisition for this project is nearing completion. However, there are four tracts recommended for acquisition under Council authority. One tract, tract 36, is owned by the County and a portion of it will require transference to SCDOT as roadway right of way given SCDOT will continue to maintain this road post-construction. In addition, right of way agents have been unsuccessful in concluding negotiations with three tracts.

Recommendation:

Staff respectfully requests that the Committee recommend transference of the portion of the County owned tract, tract 36, and advance acquisition of the three remaining tracts.

THE STATE OF SOUTH CAROLINA
 COUNTY OF RICHLAND

36
 TITLE TO REAL ESTATE
 Approximate Survey Station

Road/Route	Clemson Road (S-52) Widening	128+00 To 130+00 Lt.
File	n/a	Clemson Road (S-52)
Item	n/a	
Project	SCDOT Project ID P028858 RPP Project No. 276	130+65 To 130+70.19 Lt.
PIN	n/a	Clemson Road (S-52)
Tract	36	110+00 To 110+50 Rt.
		Clemson Road (S-52)

KNOW ALL MEN BY THESE PRESENTS, That I (or we) **Richland County, 2020 Hampton Street, Columbia, South Carolina 29204** in consideration of the sum of Five Dollar and No/100 (\$5.00), and no other valuable consideration, to me (or us) in hand paid at and before the sealing and delivering thereof, by **South Carolina Department of Transportation**, receipt of which is hereby acknowledged, have granted, bargained, sold and released, and by these presents do grant, bargain, sell and release, unto **South Carolina Department of Transportation**, its successors and assigns, all that certain real property in fee simple absolute on Clemson Road (S-52) from approximately 1,440 LF East of Sparkleberry Lane to approximately 200 LF North of Old Clemson Road, State and County aforesaid, as shown on plans prepared by Holt Consulting Company, LLC and dated August 18, 2016.

SPECIAL PROVISIONS:

The above consideration is for all that certain parcel of land containing 0.183 acre/s7,970 SF, more or less, and all improvements thereon, if any, owned by Richland County shown as the "Area of Acquisition" on Exhibits A and B attached hereto and made a part hereof. This being a portion of the property conveyed to Richland County by Deed of the Commissioners of the Sinking Fund of the State of South Carolina dated September 19, 1945 and recorded September 20, 1945, in Book GG at Page 389 in the Office of the ROD for Richland County and shown on Tax Map No. R25800-04-01. Property herein conveyed is along a new construction centerline on Clemson Road (S-52) between stations 46+86.82 and 144+55.81 as more particularly shown on the plans for this project.

GRANTEE'S ADDRESS:

South Carolina Department of Transportation, PO Box 191, Columbia, SC 29202

Checked _____ By _____
 Recorded _____ By _____
 Project _____ File _____ Tract 36

Together with, all and singular, the rights, members, hereditaments and appurtenances thereunto belonging, or in any wise incident or appertaining.

And I (or we) do hereby bind myself (or ourselves), my (or our) heirs, executor and administrators, to warrant and forever defend all and singular said premises unto said South Carolina Department of Transportation, its successors and assigns, against myself (or ourselves) and my (or our) heirs and against every person whomsoever lawfully claiming or to claim the same, or any part thereof.

TO HAVE AND TO HOLD in fee simple, absolute and singular the said property and the rights hereinbefore granted, unto the said South Carolina Department of Transportation, its successors and assigns forever.

IN WITNESS WHEREOF, I (or we) have hereunto set my (or our) hand(s) and seal(s) this _____ day of _____, in the year of our Lord, Two Thousand and 2017.

Signed, sealed and delivered in the presence of:

Richland County

1st Witness

By: (L.S.)

2nd Witness

Title: (L.S.)

NOTE: All right of way agreements must be in writing and are subject to rejection by Richland County.

THE STATE OF SOUTH CAROLINA)
)
COUNTY OF RICHLAND)

ACKNOWLEDGEMENT

Personally appeared before me the above named Grantor(s) and acknowledged the due execution of the foregoing instrument.

Witness my hand and seal this _____ day of _____, 2017.

Signature of Notary Public

Printed Name of Notary Public

NOTARY PUBLIC FOR THE STATE OF SOUTH CAROLINA

My Commission Expires: _____
(Affix seal if outside SC)

GRANTEE'S ADDRESS:
South Carolina Department of Transportation Columbia, SC 29202

Checked _____ By _____
Recorded _____ By _____ Tract 36
Project _____ File _____

EXHIBIT A

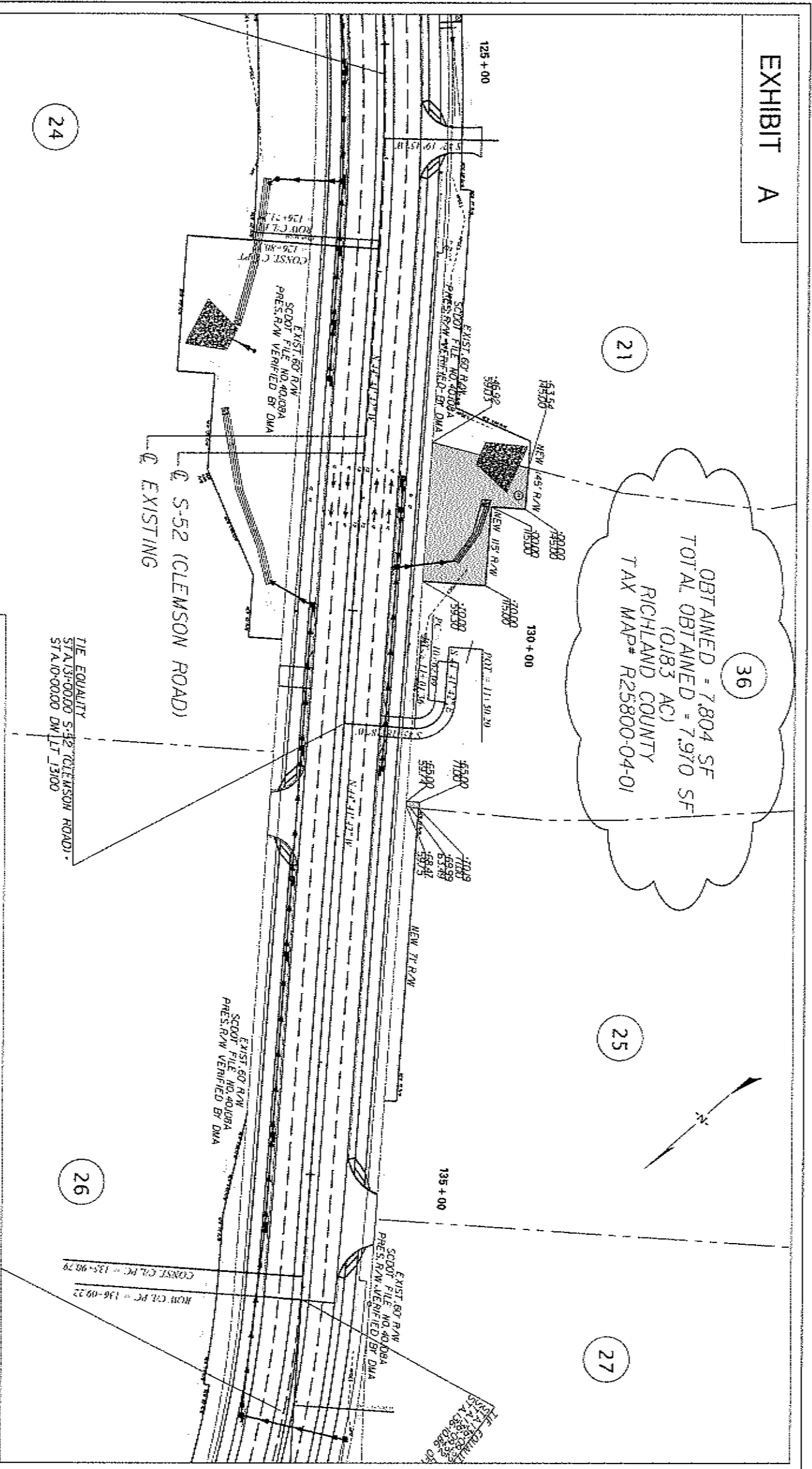
21

36

25

27

OBTAINED = 7,804 SF
 TOTAL OBTAINED = 7,970 SF
 (0.183 AC)
 RICHLAND COUNTY
 TAX MAP# R25800-04-01



24

26

SCALE: 3/8" = 1' PLOTTED: 3/8" = 1'
 PEN TABLE: SPENYBILLS
 FILE: SFILEL5

RICHLAND COUNTY (S-52 CLEMSON RD)
 Area of Acquisition From Tract No. 36
 Scale: 1" = 100'
 Project ID: P028858
 Original prepared: 09/01/2016

DAVIS & FLOYD
 SINCE 1954

EXHIBIT B

105 + 00

110 + 00

115 + 00

EXIST. 60' R/W
SCOOT FILE NO. 4010RA
PRES. R/W VERIFIED BY DMA

EXIST. 60' R/W
SCOOT FILE NO. 4010RA
PRES. R/W VERIFIED BY DMA

EXIST. 60' R/W
SCOOT FILE NO. 4010RA
PRES. R/W VERIFIED BY DMA

S-52 (CLEMSON ROAD)
EXIST. 60' R/W
SCOOT FILE NO. 4010RA
PRES. R/W VERIFIED BY DMA

ROW CL. PT = 111+19.19
CONST. CL. PT = 111+23.30

41.97
54.45
50.00
50.00
50.00
50.00

36

36

OBTAINED = 166 SF
TOTAL OBTAINED = 7,970 SF
(0.183 AC)
RICHLAND COUNTY
TAX MAP# R25800-04-01

SCALE: \$S CALES
PLOTTED: \$DATES

PEN TABLE: \$PENTBLLS
FILE: \$FILELS

RICHLAND COUNTY (S-52 CLEMSON RD)
Area of Acquisition From Tract No. 36
Scale: 1" = 100'

Project ID: P028858
Original prepared: 09/06/2016

DAVIS & FLOYD
SINCE 1884

COUNTY OF RICHLAND

PERMISSION FOR:

Road/Route Clemson Road Widening
 File n/a
 Item n/a
 Project SCDOT ID P028858
RPP NO. 276
 PIN n/a

CONSTRUCTION SLOPES
NPDES
DRIVE ENTRANCE

KNOW ALL MEN BY THESE PRESENTS, That I (or we) **Richland County, 2020 Hampton Street, Columbia, SC 29204** in consideration of the sum of One Dollar (\$1.00), to me (or us) in hand paid, and other valuable consideration at and before the sealing and delivering hereof, do hereby grant to Richland County permission to do the work as outlined below, with the understanding that this work is to be done on property of the grantor outside of the right of way, it being fully understood and agreed that no right of way is being granted to the County for the purpose of this construction. Further, permission is granted to perform construction beyond the right of way such as grading and other work necessary to adjust the grade of driveways to conform to the proposed roadway improvements as shown on the plans for the construction of this project.

SPECIAL PROVISIONS:

Herein granted is permission for construction of a silt fence for NPDES (National Pollutant Discharge Elimination System) and construction slopes to extend beyond the right-of-way left of Clemson Road between approximate construction centerline survey stations 129+70 and 131+65 as shown on plans for this project with the understanding that no additional property is granted for the permission in accordance with County standards.

Also it is understood and agreed that the drive entrance right of approximate construction centerline survey stations 110+50 on Clemson Road will be constructed during this construction.

TO HAVE AND TO HOLD, all and singular, the said Permission hereinbefore granted, unto the said Richland County.

IN WITNESS WHEREOF, I (or we) have hereunto set my (or our) hand(s) and seal(s) this _____ day of _____ in the year of our Lord, **Two Thousand and Seventeen**.

Signed, sealed and delivered in the presence of:

Richland County

1st Witness

By: (L.S.)

2nd Witness

Its: (L.S.)

NOTE: All right of way agreements must be in writing and are subject to rejection by Richland County.

THE STATE OF SOUTH CAROLINA)
)
COUNTY OF RICHLAND)

ACKNOWLEDGEMENT

Personally appeared before me the above named Grantor(s) acknowledged the due execution of the foregoing instrument.

Witness my hand and seal this _____ day of _____, **2017**.

Signature of Notary Public

Printed Name of Notary Public

NOTARY PUBLIC FOR THE STATE OF SOUTH CAROLINA

My Commission Expires: _____
(Affix seal if outside SC)

5. Clemson Road and Sparkleberry Lane Intersection Improvement Project: Right of way acquisition*

Discussion Point:

On February 21st Council approved for staff to move forward with negotiating acquisition of a car wash necessary to construct this intersection improvement project. As directed, staff has negotiated this acquisition, and in doing so eliminated the need for eminent domain action.

Recommendation:

Staff respectfully requests the Committee to concur with the negotiated acquisition and forward to full Council for consideration.

6. Gills Creek A Greenway Project: Executive Summary

Discussion Point:

Included in your agenda you will find the Executive Summary for the Gills Creek A Greenway Project. Based on public input received it recommends:

- Proposed Termini – Begin project at Ft. Jackson Blvd./Crowson Road and end project at Bright Avenue unless existing funding allows ending at Timberlane Drive
- Location – Locate the Greenway on the west (South Beltline Blvd.) side of Gills Creek for its entire location
- On-going Coordination – Coordinate with City of Columbia regarding
 - Collaboration with the October 2015 flood mitigation issues specific to Timberlane Drive
 - Variable 10’-12’ typical section width
 - Dedicated public safety
 - Long-term maintenance
 - Lighting

Recommendation:

Staff respectfully requests the Committee to concur with the recommendation included in the Executive Summary and forward to full Council for consideration.



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EXECUTIVE SUMMARY

Date: 5/5/17

To: Rob Perry, PE
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Gills Creek Greenway – Segment A Concept Report and Public Meeting Summaries with Recommendations

Gills Creek Greenway –Segment A is 1 of 15 Greenways included in the 2012 Referendum. The project was defined as a new location Greenway along Gills Creek beginning at Kilbourne Road and extending to Bluff Road. The total budgeted amount was \$2,246,160. The Richland County Transportation Program has conducted two Public Meetings for the Gills Creek Greenway – Section A as well as completed a Concept Report. This Executive Summary will provide an overview of the two meetings, the concept report, and offer recommendations to advance the project.

February 11, 2016 Public Meeting

The Richland County Transportation Program held a Public Meeting on Thursday, February 11, 2016 from 6:30-8:00 p.m. at Brennen Elementary School, located at 4438 Devereaux Road. The meeting was an open house format. Residents were greeted at the entrance, checked in at a sign-in table, provided a handout and comment card and directed to one of five sets of overview boards, which were manned by members of the Project Team. Attendees were given a brief overview of the meeting format before entering. Project boards and maps were displayed around the meeting room and manned by members of the Project Team to answer specific questions from meeting attendees. A brief presentation was given by Richland County Councilman Greg Pearce and Richland County Transportation Director Rob Perry.

There were 321 people in attendance for the meeting.

The project displays provided aerial plan layouts and typical sections for the proposed project. The overall project termini was shown beginning at Kilbourne Road and extending approximately 4 miles to Bluff Road. Typical sections included concrete sections, low-level boardwalks, high-level boardwalks, and covered high-level



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boardwalks. From Kilbourne Road to Rosewood Drive the alignment was shown on the west of Gills Creek, from Rosewood Drive to approximately the railroad trestle (near Chimney Hill Road) the alignment was shown on the east side. The alignment then crossed Gills Creek and was shown on the east side to near Shop Road. The alignment then crossed back at that point to the west side where it remained until terminating at Bluff Road.

A total of 224 comments/e-mails were received during the comment period. The following table provides an overview of the number of comments received during the comment period that supported or opposed the project.

Support	107	47.7%
Support – Different Location	25	11.2%
Neutral	10	4.5%
Oppose	82	36.6%
Total	224	

Many comments in opposition to the project were concerned about the alignment shown on the east side from Rosewood Drive to near approximately the railroad trestle (near Chimney Hill Road). These commenters were primarily from the Hamptons and Old Woodlands neighborhoods and expressed concern with the impact of the project on safety in their communities. Additional comments included concerns regarding dedicated public safety, lighting, long-term maintenance costs, and parking. Comments in support of the project were primarily concerning opportunities for improved quality of life and connectivity.

Additional Public Outreach

As a result of the public input from this public meeting, additional public outreach effort was conducted. Meetings and conversations were conducted through May 9, 2016 with representatives of the following groups; Lake Katherine Neighborhood Association, Rosewood Community Council, Sherwood Forest Neighborhood, South Beltline Gills Creek Community Relief, South Kilbourne Neighborhood Associations, and the Crosshill Neighborhood Association. Concerns/issues from these meetings included:

- Dedicated public safety
- Long-term maintenance costs
- Shifting the alignment from the east to the west side of Gills Creek from Rosewood Drive to near approximately the railroad trestle (near Chimney Hill Road)
- Connectivity to the Rosewood community
- Lighting



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- Proximity to residents along Burwell Lane

February 22, 2017 Public Meeting

The Richland County Transportation Program held a Public Meeting on Wednesday, February 22, 2017 from 5:00-7:00 p.m. at Dreher High School, located at 3319 Millwood Avenue. The meeting was an open house format. Residents were greeted at the building entrance, checked in at a sign-in table, were provided a handout and comment card, and were directed to the meeting room where members of the Richland County Transportation Program manned six project boards. Attendees were given a brief overview of the meeting format before entering. Once residents were provided the brief overview they were directed to one of the six project boards which displayed the proposed greenway alignment and typical sections.

There were 231 people in attendance for the meeting.

The project displays provided aerial plan layouts and typical sections for the proposed project. The project typicals were similar to those shown at the previous public meeting. However, changes to the overall alignment were presented. The termini presented continued to begin at Kilbourne Road, but it was shifted to the east side (opposite Burwell Lane) from Kilbourne Lane to Ft. Jackson Blvd. Once crossing Ft. Jackson Blvd., the alignment was shown on the west side to Rosewood Drive. A significant change from the previous meeting, the alignment shown remains on the west side from Rosewood Drive to a point beyond the railroad trestle (near Chimney Hill Road), approximately halfway along the Intertape Polymer industrial site. The alignment then crossed Gills Creek and was shown on the west side to the termini at Bluff Road. Additionally, the alignment from Kilbourne Road to Mikell Lane was shown as the portion of the Greenway that could be constructed with currently available funding. The remainder of the alignment was shown as currently unfunded.

A total of 652 comments/e-mails were received during the comment period. The following table provides an overview of the number of comments received during the comment period that supported or opposed the project.

Support	489
Support in different location	14
Neutral	12
Oppose	137



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As can be seen in the table above, nearly three times as many comments were received as compared to the previous meeting. The majority of the comments supported the project moving forward based on improved quality of life and tourism/economic benefits. The comments opposing the project were primarily concerned with safety issues, long-term maintenance, and parking. Another group of comments were focused on the section of the Greenway from Kilbourne Road to Ft. Jackson Blvd. (adjacent to Burwell Lane). This community was previously significantly impacted by the October 2015 Flood and expressed that they wanted the project to begin at Ft. Jackson Blvd.

Recommendations (see table at end of section for summary)

Based on the comments and input received from both public meetings and additional public outreach to date as well as consideration of safety, project impacts, and available funding, a number of recommendations are offered.

Due to the previous flooding impacts to the community near and along Burwell Lane and public input, it is recommended to begin the project at Ft. Jackson Blvd. This is the comment provided by the majority of those individuals that are located immediately between Burwell Lane and Gills Creek as well as the individuals within the Crosshill Neighborhood. It is recommended to maintain the alignment on the west side of Gills Creek from Ft. Jackson Blvd. to Rosewood Drive, as was shown at both previous public meetings.

Another significant issue from the first public meeting was the alignment of the Greenway being on the east side (Old Woodlands and Hamptons side) from Rosewood Drive to a point beyond the railroad trestle (near Chimney Hill Road). Residents had expressed concern regarding safety and potential traffic issues within their neighborhoods. It is recommended to locate the alignment, as shown at the second public meeting, on the west side (South Beltline side) from Rosewood Drive to Bright Avenue. Based on current available funding, it is estimated that this length of project can be constructed. The overall project would begin at Ft. Jackson Blvd. and terminate at Bright Avenue. However, as design is developed, continuing the project to past Bright Avenue to Timberlane Drive will be evaluated and included, pending funding. Further coordination with the City of Columbia is also recommended regarding any potential collaboration regarding the “buyouts” of properties along Timberlane Drive as a result of the 2015 Flood.

Preliminary conversations have been conducted with the managers of the Bi-Lo shopping center located at Garners Ferry and along Gills Creek regarding identifying public parking within their property. Bi-Lo managers have expressed interest in this subject and



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have stated their willingness to further discuss the details. It is further recommended that similar conversations be had with managers of Rosewood Crossing (along Gills Creek between Ft. Jackson Blvd. and Garners Ferry Road) to also identify potential public parking. As the design is progressed, other parking opportunities will need to be studied to include near the potential southern termini of the Greenway near Bright Avenue or Timberlane Drive.

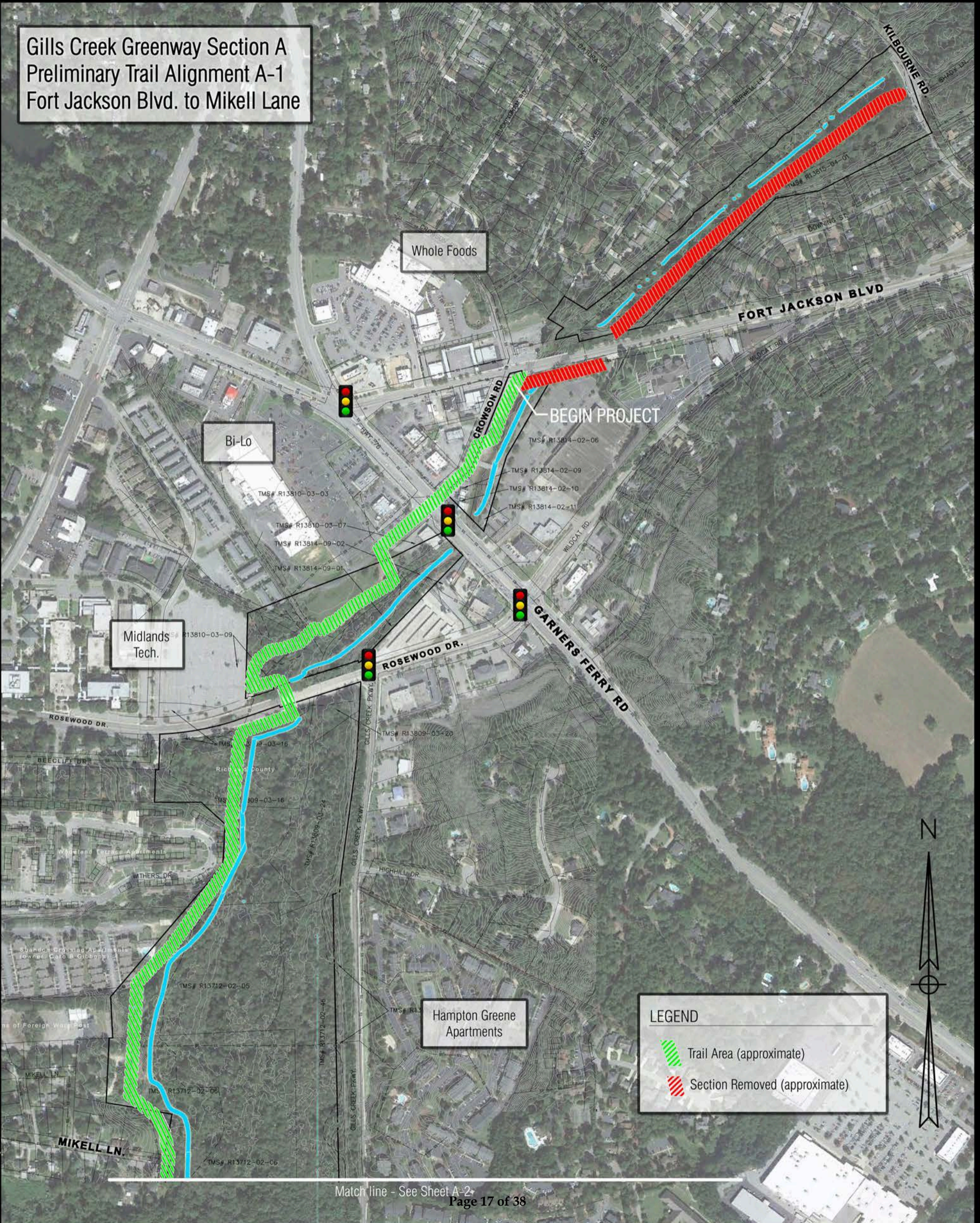
The City of Columbia has expressed a willingness to provide both dedicated public safety and long-term maintenance of the Greenway. It is recommended that a formal document be prepared detailing these specific responsibilities prior to construction of the Greenway. Additionally the City has requested that the proposed width of the Greenway be either 10' or 12'. This detail is recommended to be coordinated and agreed upon with the City as the design is advanced.

Summary of Recommendations

- Proposed Termini – Begin project at Ft. Jackson Blvd./Crowson Road and end project at Bright Avenue unless existing funding allows ending at Timberlane Drive
- Location – Locate the Greenway on the west (South Beltline Blvd.) side of Gills Creek for its entire location
- On-going Coordination – Coordinate with City of Columbia regarding
 - Collaboration with the October 2015 flood mitigation issues specific to Timberlane Drive
 - Variable 10'-12' typical section width
 - Dedicated public safety
 - Long-term maintenance
 - Lighting



Gills Creek Greenway Section A Preliminary Trail Alignment A-1 Fort Jackson Blvd. to Mikell Lane



Whole Foods

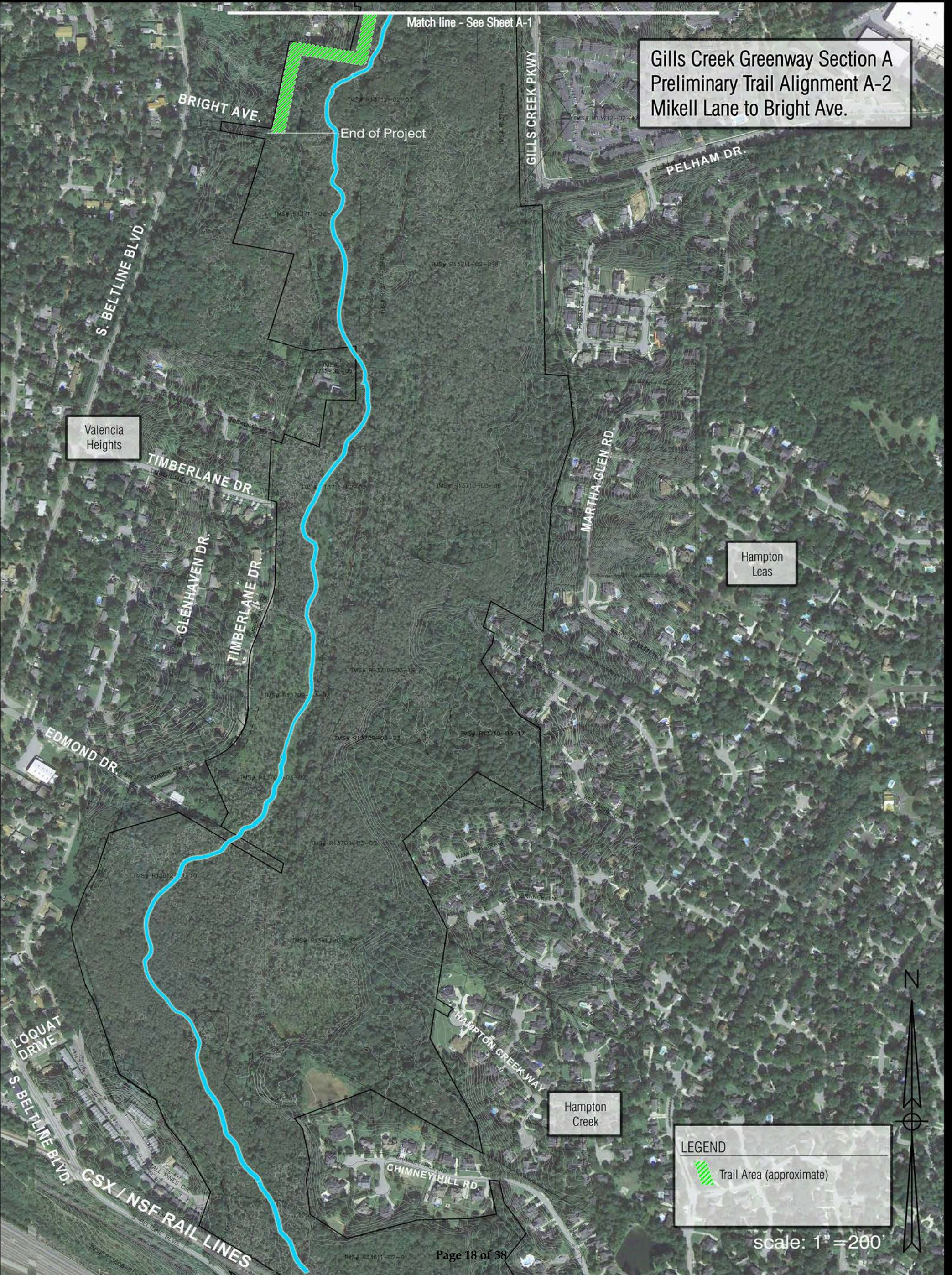
Bi-Lo

Midlands Tech.

Hampton Greene Apartments

LEGEND

- Trail Area (approximate)
- Section Removed (approximate)



Match line - See Sheet A-1

Gills Creek Greenway Section A
Preliminary Trail Alignment A-2
Mikell Lane to Bright Ave.


End of Project

Valencia Heights

Hampton Leas

Hampton Creek

LEGEND

 Trail Area (approximate)

scale: 1" = 200'



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Gills Creek Greenway Project Public Meeting Summary February 22, 2017

The Richland County Transportation Program held the Gills Creek Public Meeting on Wednesday, February 22, 2017 from 5:00 p.m. to 7:00 p.m. at Dreher High School on 3319 Millwood Ave, Columbia, SC 29205 in Columbia.

The meeting was advertised through road signs, flyers and media outreach. Four road signs were strategically placed throughout the project area. Flyers were distributed by mail and email to those who attended/provided comments for the previous Gills Creek Greenway meeting, as well as, property owners, residents, businesses, elected officials, neighborhood association representatives and other key stakeholders (Greenway Advisory Group, Walk/Bike Columbia, etc.) in the project area.

The meeting was also promoted through Facebook Advertising and a media alert was distributed the week before the meeting. WIS promoted the meeting in advance. WLTX, The Free Times and The State covered the meeting.

The meeting was an open house format. Residents were greeted at the building entrance, checked in at a sign-in table, were provided a handout and comment card, and were directed to the meeting room where members of the Program Team manned six project boards. Attendees were given a brief overview of the meeting format before entering. Once residents were provided the brief overview they were directed to one of the six project boards which displayed the proposed greenway alignment and typical sections. Residents were directed to provide comments on the comment cards. Comment card boxes were available and attendees were encouraged to provide their comments by the deadline of March 9, 2017.

Meeting Attendance: 231

Comment Cards Submitted At Meeting: 123

Comment Cards Submitted by Mail: 24

Comments Submitted by E-mail: 504

Comments Submitted by Phone: 1

Total Comment Cards Received: 652



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COMMENT SUMMARY

Residents were asked to provide feedback on the proposed greenway alignment. Below is a summary of the 652 project specific comments received.

Table 1: Support/Opposition

Support	489
Support in different location	14
Neutral	12
Oppose	137

Many of the 652 commenters addressed multiple specific topics in their individual comments. Below is a summary of the project specific topics.

Table 2: Project Specific Topics

Project Specific Topics	Total Comments
Lighting	18
Maintenance	93
Parking	46
Privacy	34
Safety <ul style="list-style-type: none"> Increased crime or vandalism, safety, and security concerns 	180
Improved quality of life <ul style="list-style-type: none"> Health benefits, recreational/athletic benefits, bike/pedestrian access, family benefits/family using greenway, community connections 	383
Improved functionality of creek/connections to nature	38
Increased property values	40
Reduced property values	16
Tourism/economic benefits/development/supporting businesses, keeping Columbia competitive with other cities	126

PROJECT QUESTIONS AND SUGGESTIONS

A number of suggestions were left by commenters. Several commenters requested additional clarification about particular design aspects of the project. The list below is a consolidation of what commenters have suggested as potential considerations.

Lighting comments:

- Will there be lights along the greenway and will they be on during the times that the Greenway will be closed at night?
- I understand that for safety, there would now be 24 hour lighting along the path.
- Lighting for security, light pollution, etc.?
- Please consider directional LED lighting systems.
- Will there be any lighting, trash collection or trash bins?
- Adequate lighting along boardwalk section; and/or texture for non-slip design.



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Maintenance comments:

- Who is going to maintain and keep litter in control along the Greenway? Will there be trashcans along the Greenway and at the trailheads? Who is responsible for emptying trash cans?
- It is very important that the County provide the plan and funds to police and maintain the greenway.
- Once something is built in an area that was previously not developed it will require on-going maintenance to remain in a condition that makes it an asset to the community.
- Insufficient planning and unclear funding for ongoing and future maintenance and safety patrols.
- I do not believe the City of Columbia has the funds necessary to keep the Greenway maintained.
- Who is going to be responsible? How much is it going to cost and who's going to pay to replace/repair when the summer rains damage it?
- I haven't seen a cost estimate of the maintenance of such a project.
- The project needs to be fully developed in terms of annual maintenance, security and parking.
- Ease of maintenance and cheapness should not be the only issues when designing a trail for runners and walkers.
- This will increase property tax, long term for maintenance and policing.
- Will the city or county be responsible for maintenance and safety?
- How do we establish an entity to provide regular maintenance for Gills Creek?

Parking comments:

- As long as there is access to Crosshill Market and the Bi-Lo shopping center (areas to park) the project should go on as planned.
- Are people going to be allowed to park in residential areas along the Greenway? Or will there be convenient designated parking areas like there are for the River Front Park and the Riverwalk?
- There needs to be a good access and parking plan to avoid our residential streets being covered in visitors' cars, but homeowners are responsible for their own fencing or security needs.
- There is no plan and no space for a parking solution. Cars will undoubtedly park on Kilbourne and Burwell in front of my house and along my street causing congestion, safety and security problems.
- If parking is not made available people will park on Burwell (in front of my house) where the street is already crowded with construction crews building new houses lost to the flood.
- Don't do Burwell Lane! There is no place to park!
- We object to any parking lot or large access point at the end of Hampton Leas, Hampton Grant, etc.



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- I have questions about the parking situation. I suspect people driving will likely park along Shady Lane and Kilbourne. I wonder if there may be plans to buy a flood damaged home and turn that into a parking lot.
- Consider parking areas for non-residents.
- Parking may be a limiting factor for public use of the path.
- The destroyed home near Forrest Drive could be an ideal small parking lot for a trail entrance.
- I am very concerned about a parking lot not being provided for the Greenway outside of the neighborhood.
- Parking should not impede into residential areas and should remain on the outskirts and be limited.
- With no established parking, people will likely try to park at either end.

Greenway route near Burwell Lane and Kilbourne Road:

- Starting the path on the south side of Jackson Boulevard would provide easy access for those who support the Greenway.
- Why not create a true park on both sides of the intersection of the creek and Rosewood Extension.
- I would like to state that many of the Cross Hills residents are not opposed to the greenway – We are requesting that it starts on the south side of Jackson Boulevard.
- I suggest a compromise and have it start on the south side of Jackson Boulevard where there is no access to residential property and plenty of parking.
- Have it start on the south side where there is no access to residential property and plenty of parking.
- Building further downstream would preserve the safety, privacy and property values of those who live on the Creekside of Burwell Lane. It would also eliminate parking issues posed by the Kilbourne Rd starting location.
- Move the end from Kilbourne to Crowson.
- My family and I support moving the start of the Gills Creek greenway to either Crowson Road or Devine Street.
- I live in the Crosshill Neighborhood and want the Greenway to be moved to Crowson Rd.

Other comments:

- “Legitimate concerns about the funding for future maintenance and the safety and policing necessities required.”
 - Residents from Hampton Crest, Old Woodlands, Hampton Trace, Hampton’s Grant, Kings Grant and Hampton Leas submitted the comment above.
 - Approximately 41 individuals within the above communities submitted the above comment.



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Identified Homeowners Associations/Neighborhood Associations

A number of commenters identified what neighborhood or HOA they reside in. Below is a table outlining their comments:

Communities	# of commenters	Support	Support in different location	Neutral	Oppose	Key Issues
Arcadia Lakes	5	5				Greenway access; bike/ped access
Cross Hill/ Burwell Ln	48	21	12	4	13	Safety; parking areas; opposes Kilbourne Rd starting location/proximity to Burwell Ln
Forest Acres	35	33			2	Recreational or athletic benefits; bike/ped access; community connections
Ft Jackson Blvd	6	4		2		Parking areas
Gregg Park	2	2				Bike/ped access
Hampton Crest/Hampton Grant	16	4			12	Safety; maintenance
Hamptons/Old Woodlands	37	13		1	23	Safety; increased crime/vandalism; use funding elsewhere
Heathwood	14	14				Health benefits; recreational or athletic benefits
Hollywood	2	2				Bike/ped access
Kilbourne/Lake Katherine	15	8			7	Safety; increased crime/vandalism; greenway access
Kings Grant	11	7			4	Maintenance; bike/ped access
Knollwood	5	4			1	Greenway access; maintenance; health benefits
Melrose Heights	7	7				Bike/ped access
Rosewood	54	53			1	Bike/ped access; community connections
Shandon	26	25		1		Recreational or athletic benefits; community connections
Sherwood Forest	21	20			1	Bike/ped access; community connections
South Beltline	16	15		1		Greenway access; recreational or athletic benefits; community connections
South Kilbourne	3	3				Community connections; wildlife
South Waccamaw	2	1				Parking area; greenway access
Tanglewood Road	2	2				Bike/ped access; community connections
Trenholm	2	2				Recreational or athletic benefits
USC	3	3				Bike/ped access

7. Status of PDT Contract Modification

Discussion Point:

None

8. Mitigation Bank: Excess credit sales

Discussion Point:

Included in your agenda you will find two requests for sale of mitigation bank credits from the Mill Creek Mitigation Bank. This bank was established with Transportation Program funding in order to provide mitigation credits necessary to acquire construction permits for transportation projects. The contract the County holds with mitigation bankers also allows the County to sell excess credits, and retain 92% of the sale value. Funding from previous credit sales has been credited back to the Transportation Program as the Program wholly funded this mitigation bank.

<u>Project Name</u>	<u>Richland County Share</u>
Killian Lakes Development	\$105,625.20
One Eleven Apartments	\$35,328.00

Recommendation:

Staff respectfully requests the Committee to concur with these credit sales and forward to full Council for consideration.

MITIGATION CREDIT SALES AGREEMENT SUMMARY

<u>Project:</u>	Killian Lakes Development
<u>Buyer:</u>	Edward Rose Development Company, LLC
<u>Buyer's USACE 404 Permit #</u>	SAC-2007-00984
<u>Price Per Wetland Credit:</u>	\$20,000
<u>Price Per Stream Credit:</u>	\$200
<u>Wetland Credits:</u>	0.00
<u>Stream Credits:</u>	574.05 (287.025 restoration/enhancement credits; 287.025 preservation credits)
<u>Credit Gross Proceeds:</u>	\$114,810.00
<u>Richland County Share:</u>	\$105,625.20 (92% of \$114,810)
<u>MCMH Share:</u>	\$9,184.80 (8% of \$114,810)

MITIGATION CREDIT SALES AGREEMENT SUMMARY

<u>Project:</u>	One Eleven Apartments
<u>Buyer:</u>	One Eleven Apartments, LLC
<u>Buyer's USACE 404 Permit #</u>	SAC 2014-00834-6F
<u>Price Per Wetland Credit:</u>	\$20,000
<u>Price Per Stream Credit:</u>	\$200
<u>Wetland Credits:</u>	0.00
<u>Stream Credits:</u>	192 (81.00 restoration/enhancement credits; 111 preservation credits)
<u>Credit Gross Proceeds:</u>	\$38,400.00
<u>Richland County Share:</u>	\$35,328.00 (92% of \$38,400)
<u>MCMH Share:</u>	\$3,072.00 (8% of \$38,400)

9. Bluff Road Widening Project:

a. Options for reducing termini

Discussion Point:

Included in your agenda you will find termini reduction options along with current cost estimates for this major widening project. Current cost estimates for the original project limits far exceed the 2012 referendum cost estimate. Reducing the project termini is an option to study, and if chosen should be implemented prior to right of way acquisition commencement. It is anticipated SCDOT could authorize right of way acquisition within the next 30-days.

Recommendation:

What guidance does the Committee have for this item?



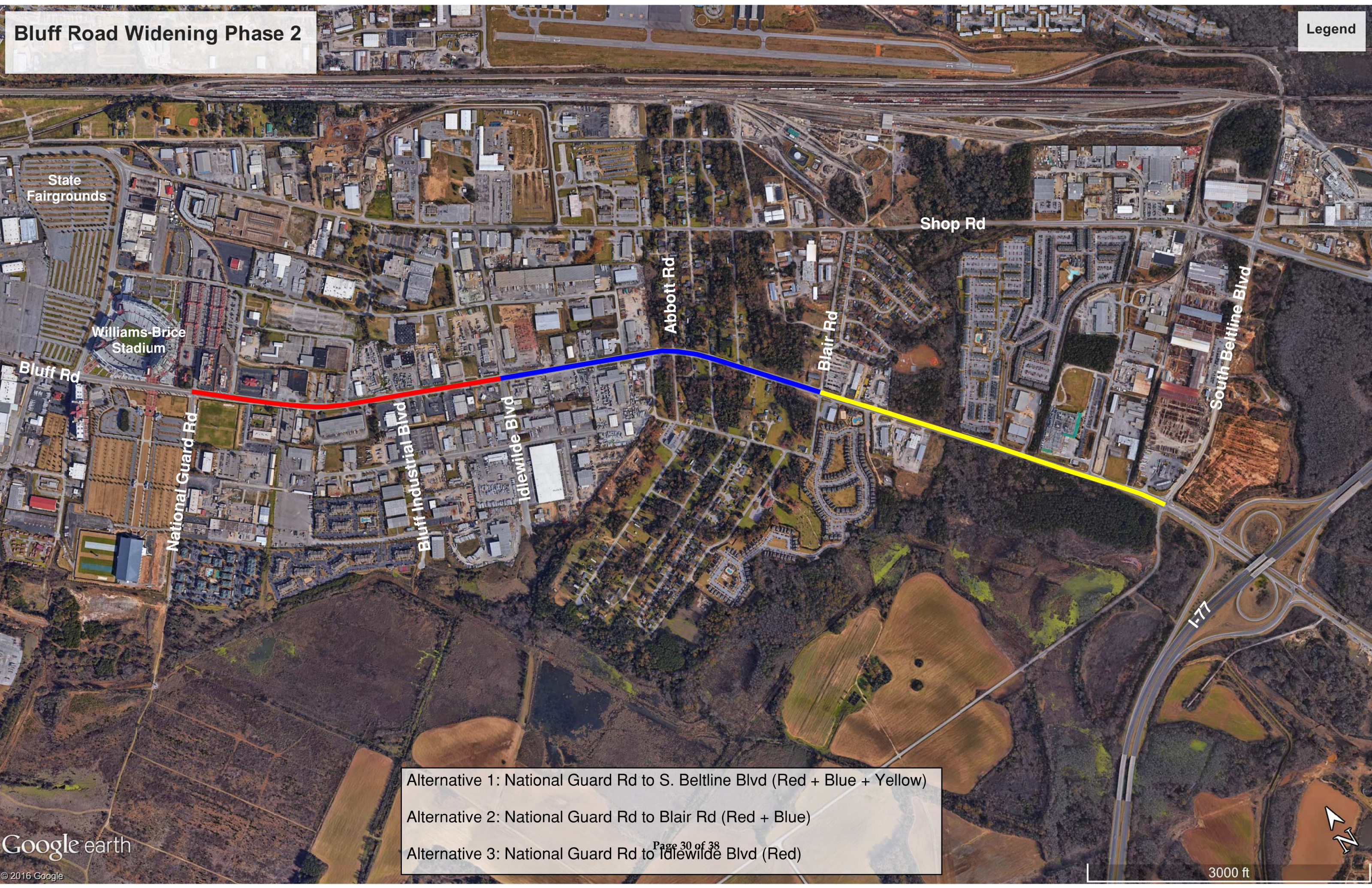
Bluff Road Widening 2012 Referendum Amount = \$16,700,000.00
 Secured Additional Funding = \$1,800,000.00
 \$18,500,000.00

Bluff Road Widening Ph 1 Total Project Cost = \$8,852,000.00
 Remaining = \$9,648,000.00

Bluff Road Widening Phase 2 Estimated Total Project Cost		
	Without UG	With UG
National Guard Rd to South Beltline Blvd	\$40,441,000.00	\$47,941,000.00
National Guard Rd to Blair Rd	\$26,286,000.00	\$31,086,000.00
National Guard Rd to Idlewilde Blvd	\$15,019,000.00	\$17,519,000.00

Bluff Road Widening Phase 2

Legend



- Alternative 1: National Guard Rd to S. Beltline Blvd (Red + Blue + Yellow)
- Alternative 2: National Guard Rd to Blair Rd (Red + Blue)
- Alternative 3: National Guard Rd to Idlewild Blvd (Red)

b. Updated utility undergrounding estimate

Discussion Point:

Included in your agenda you will find updated utility undergrounding estimates for the Bluff Road Phase II Widening Project. It includes three alternatives for utility undergrounding limits.

Recommendation:

What guidance does the Committee have for this item?



TRANSPORTATION PROGRAM

Bluff Road Widening Phase 2 RCP No. 272

Undergrounding Utilities Cost Alternatives - Updated April 3, 2017

The following three (3) cost estimates include alternatives for undergrounding utilities along the Bluff Road Widening Phase 2 project from National Guard Rd to S. Beltline Blvd. These options were prepared based on the assumption that the entire roadway project corridor is constructed.

Alternative 1: Full Project Undergrounding - National Guard to S. Beltline (UG Length = 10,691 LF)						
Utility	Underground (UG) project cost	Overhead (OH) project cost	Total Cost	OH to OH cost (Budget)	Cost Δ (Add. Budget)	UG Cost/mile
SCE&G	\$7.7M	\$0.0M	\$7.7M	\$3.3M	\$7.5M	\$5.3M/mi
Communications	\$3.1M	\$0.0M	\$3.1M			
Total	\$10.8M	\$0.0M	\$10.8M			
Alternative 2: Undergrounding - National Guard to Blair (UG Length = 6,536 LF)						
Utility	UG project cost	Overhead (OH) project cost	Total Cost	OH to OH cost (Budget)	Cost Δ (Add. Budget)	UG Cost/mile
SCE&G	\$5.2M	\$1.0M	\$6.2M	\$3.3M	\$4.8M	\$5.7M/mi
Communications	\$1.9M	\$0.0M	\$1.9M			
Total	\$7.1M	\$1.0M	\$8.1M			
Alternative 3: Partial Undergrounding - National Guard to Idlewilde (UG Length = 3,255 LF)						
Utility	UG project cost	Overhead (OH) project cost	Total Cost	OH to OH cost (Budget)	Cost Δ (Add. Budget)	UG Cost/mile
SCE&G	\$2.8M	\$2.0M	\$4.8M	\$3.3M	\$2.5M	\$6.2M/mi
Communications	\$1.0M	\$0.0M	\$1.0M			
Total	\$3.8M	\$0.0M	\$5.8M			

Exclusions:

- The above cost estimates are for the relocation of the existing utilities currently attached to overhead power poles. These cost estimates do not include other utility relocations such as water, sewer, gas, etc. that may be required for the project.
- The above cost estimates do not include roadway lighting, if required.

Assumptions:

- Undergrounding along Bluff Rd only and not along any side roads.
- SCE&G's design includes a conduit system direct buried in the roadway shoulder.
- Communications design assumes a duct bank is required due to limited space.
- It is assumed that communication companies will not have prior rights

c. Estimate for roadway lighting

Discussion Point:

Included in your agenda you will find an estimate for roadway lighting for the Bluff Road Phase II Widening Project. Previously Council directed staff to provide roadway lighting estimates.

Recommendation:

What guidance does the Committee have for this item?

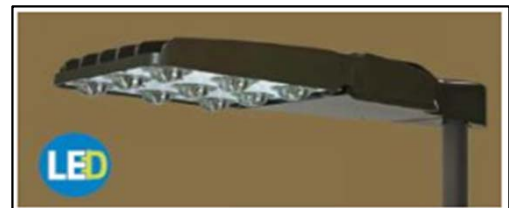
Bluff Road Widening Phase 2
Lighting Conceptual Cost Alternatives Summary

4/6/2017

Description ¹		Upfront Cost	Cost per year	15-year Cost ²
Continuous Lighting ³ (National Guard Rd to S. Beltline Blvd)	County Owned ⁴	\$514,370	\$5,813	\$630,758
	Leased from SCE&G	\$0	\$169,428	\$2,541,420
Intersection-Only Lighting ⁵ (Six Intersections)	County Owned ⁴	\$232,500	\$1,125	\$255,027
	Leased from SCE&G	\$0	\$23,919	\$358,789

Assumptions:

1. Mongoose LED fixtures on aluminum poles are assumed for all lighting.
2. The County Owned lighting 15-year cost includes a 4% yearly increase in cost due to energy rate hikes. SCE&G rates are fixed for the life of the 15-year lease.
3. Continuous lighting assumes fixtures are placed on both sides of the roadway. The County Owned option assumes an approx. 325 ft. on center spacing (staggered) for a total of approx. 62 fixtures. The Leased option assumes an approx. 200 ft. on center spacing (staggered) for a total of approx. 102 fixtures.
4. Cost associated with fixture maintenance is not included; however, it is expected to be minimal due to LED lighting and location of lighting with respect to the roadway.
5. Two fixtures on opposite corners are assumed per intersection. The following intersections are assumed: Bluff Rd/National Guard Rd, Bluff Rd/Bluff Industrial Blvd, Bluff Rd/Idlewilde Blvd, Bluff Rd/Abbott Rd, Bluff Rd/Blair Rd and Bluff Rd/S. Beltline Blvd.



10. Program Interns: Overview

Discussion Point:

Included in your agenda you will find information regarding the intern program included in the Transportation Program. This is supplied for information purposes only.

Internship Overview



April 6, 2017

The PDT has been active in giving students opportunities in the STEM profession. We have made a substantial amount of progress in the 18 months of the internship program's existence. Numerous high schools, organizations and colleges have been visited throughout this time frame, including Lower Richland High School, Ridgeview High School, Dutch Fork High School, Westwood High School, Eau Claire High School, Dreher High School, and the Columbia Chapter of the Urban League. College visits have include: Clemson University, University of South Carolina, Citadel Military College, Claflin University, South Carolina State University, and Benedict College.

To date there have been thirty three interns hired, through the internship program. Twelve students were from the University of South Carolina, nine students from Benedict College, two students from Claflin University and one student from North Carolina A&T University. In regards to high school students, four students were hired from Lexington/Richland 5, three students from Richland County School District One, and two students from Richland County School District Two.

The PDT has made an effort to diversify recruitment and outreach activities. The internship coordinator frequently attends career development sessions, diversity clinics, and career fairs. In addition to these events resume' reviews, mock interviews, and on-site interviews are services that are being offered to institutions in the county and the surrounding Midlands area. PDT staff are participants in engineering week and engineering workshops at, at least one high school in each district, often times visiting a school more than once.

Out of thirty-three hired interns, all of the high school students have successfully graduated or are on track to graduate. Moreover, all of our high school participants who have graduated are now enrolled in an undergraduate program, serving in the military, or in the workforce. Our college participants, have gone on to receive job offers from PDT firms, various state departments, or have decided to continue their education in a masters program. The PDT is committed to the development and growth of students in Richland County, and will continue to follow our current and former students and their success stories.

Diversity in the Richland Penny Internship Program

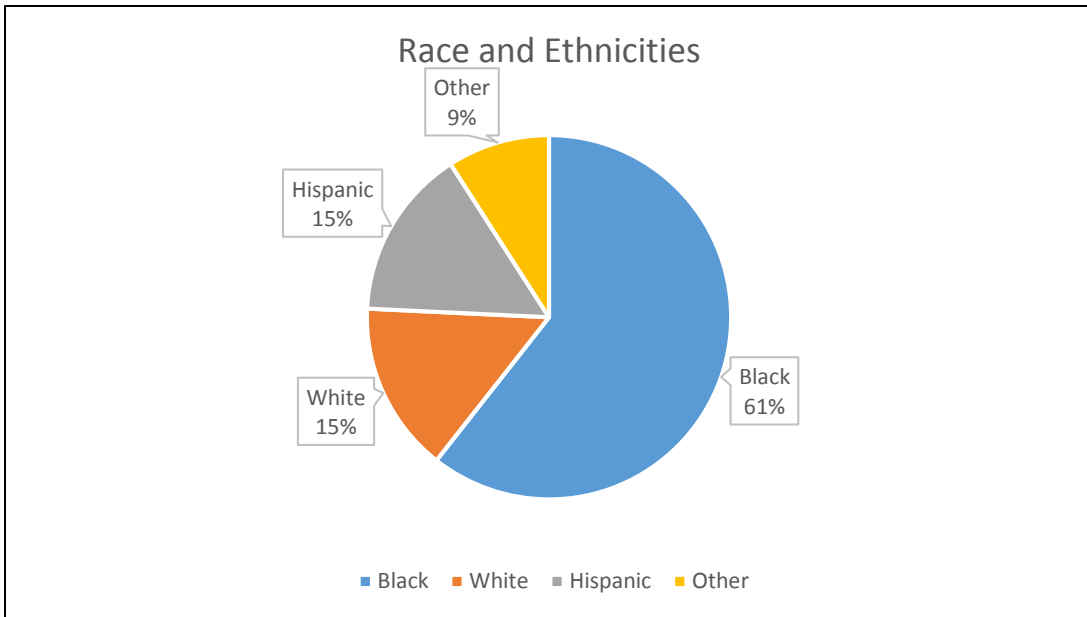


Figure 1. Race and Ethnicities found in the Richland Penny Internship Program

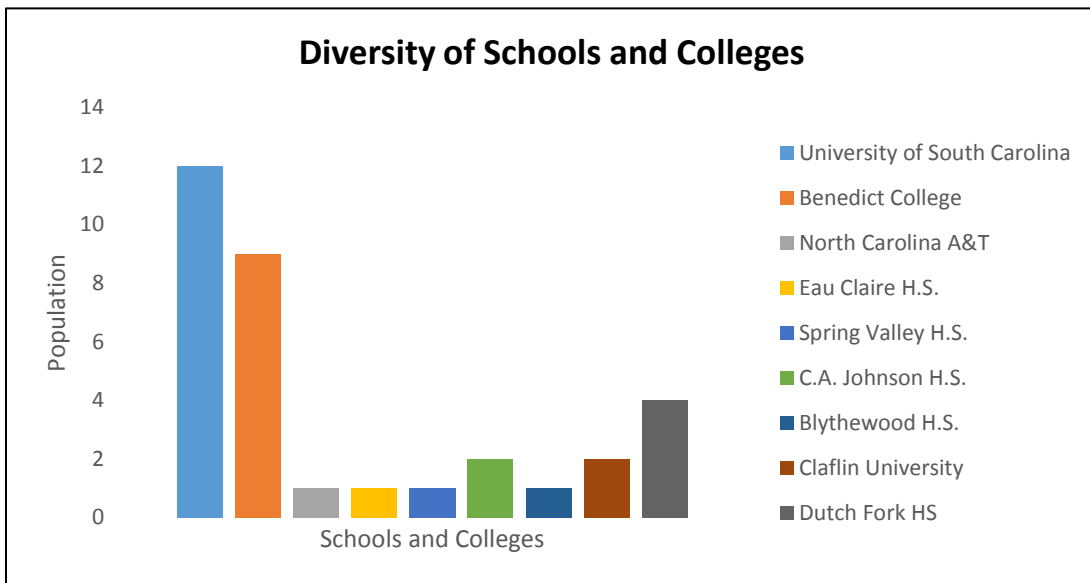


Figure 2. Participants from institutions to date

Table 1. High Schools divided by District and College Institutions

Richland School District 1	Richland School District 2	Lexington Richland School District 5	Colleges
C.A Johnson High School	Blythewood High School	Dutch Fork High School	North Carolina A&T
EAU Claire High School	Spring Valley High School		Benedict College
			University of South Carolina
			Clafin University

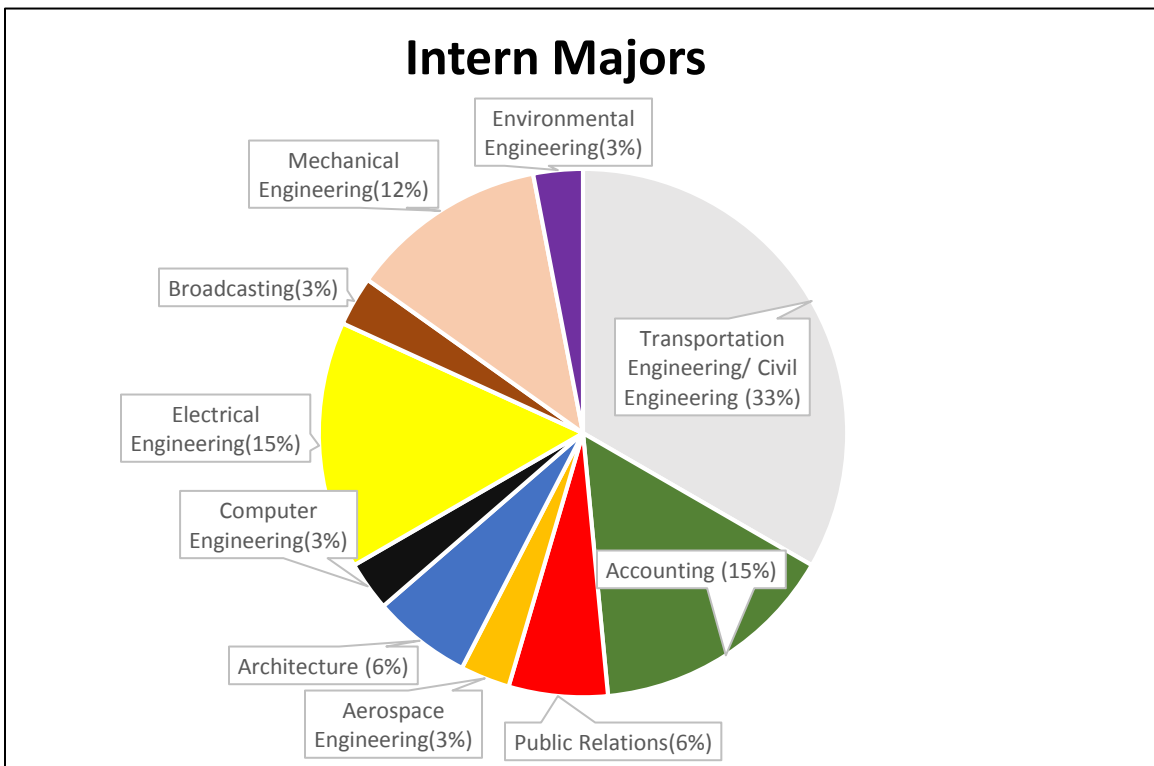


Figure 3. Intern Majors