



Richland County Transportation Ad Hoc Committee

September 24, 2019 - 1:00 PM
Council Chambers
2020 Hampton Street, Columbia, SC 29201

1. **CALL TO ORDER** The Honorable Calvin "Chip" Jackson
2. **APPROVAL OF MINUTES** The Honorable Calvin "Chip" Jackson
 - a. Regular Session: July 23, 2019 [**PAGES 1-15**]
3. **ADOPTION OF AGENDA** The Honorable Calvin "Chip" Jackson
4. **ITEMS FOR INFORMATION** The Honorable Calvin "Chip" Jackson
 - A. Legal opinion on state law regarding entities financial responsibility [**PAGES 16-26**]
 - B. Blythewood / SCDOT Maintenance Agreement Update [**PAGES 27-28**]
5. **ITEMS FOR ACTION** The Honorable "Calvin" Chip Jackson
 - A. Greenway Project Funding Alignment [**PAGES 29-52**]
 - B. Approval of Letter Recommending to Award bid for Greene Street Phase 2 [**PAGES 53-88**]
 - C. Dirt Road Program Update [**PAGES 89-93**]
 - D. Recommendations for Remaining Years 3 & 4 & Redesign of certain Years 1-2 Roads [**PAGES 94-96**]
 - E. Cash Flow Presentation- First Tryon
 - F. Policy for addressing projects over the 2012 referendum amount [**PAGES 97-107**]

6. ADJOURNMENT



Richland County Council
Transportation Ad Hoc Committee
July 23, 2019 – 2:00 PM
Council Chambers
2020 Hampton Street, Columbia 29204

COMMITTEE MEMBERS PRESENT: Calvin “Chip” Jackson, Chair; Paul Livingston, Jim Manning, Dalhi Myers and Chakisse Newton

OTHER COUNCIL MEMBERS PRESENT: Allison Terracio and Yvonne McBride

OTHERS PRESENT: Michelle Onley, Eden Logan, Kimberly Toney, Michael Niermeier, Allison Steele, Quinton Epps, Christine Keefer, Rasheed Muwwakkil, Cheryl Cook, Nancy Stone-Collum, Michelle Rosenthal, Sandra Yudice and Jennifer Wladischkin

1. **Call to Order** – Mr. Jackson called the meeting to order at approximately 2:00 PM.
2. **Approval of Minutes: June 24, 2019** – Mr. Manning moved, seconded by Ms. Newton, to approve the minutes as distributed.

The vote in favor was unanimous.

3. **Adoption of the Agenda** – Mr. Manning moved, seconded by Mr. Livingston, to adopt the agenda as published.

Ms. Newton inquired if the agenda needed to be amended to add the adoption of the Transportation Penny Policy, as discussed in the work session.

Mr. Niermeier stated, based on the debate and discussion, and the availability of what was approved in 2014, the consensus of staff is to remain with the original framework, which reduces risk exposure for going back and reshuffling what has been prioritized. He would like to bring that back at a later date.

Mr. Jackson stated the problem with that is that the next meeting is not until September. He was under the impression we were going to go with what was discussed at the work session.

Mr. Niermeier stated we could obviously use that option, and vote on that framework, moving forward. Again, his recommendation, in discussion with his colleagues and Administration, is that if we change it now we are opening ourselves up to risk because things could re-prioritized. He thinks it warrants further staff review before moving forward.

Ms. Newton stated it might be more appropriate to add a discussion item regarding the work session.

Ms. Newton moved, seconded by Mr. Livingston, to add the discussion of the Transportation Penny Work

Session to the agenda.

In Favor: Jackson, Newton, Manning and Livingston

The vote to amend the agenda was unanimous.

Ms. Newton moved, seconded by Mr. Livingston, to adopt the agenda as amended.

In Favor: Jackson, Newton, Myers and Livingston

Present but Not Voting: Manning

The vote in favor was unanimous.

4. **ITEMS FOR INFORMATION:**

- a. **Presentation of First Tryon Financial Advisors** – Mr. Niermeier stated they have been working with the financial advisors to model the projected cash flow moving forward, which plays directly into the cash flow that will come before you. Emanating from the June 18th work session, staff recommended working with PDT, as far as projects, and looking at the funding that could be available. That data was been provided to First Tryon, to build into the model, and, therefore, show what we project to have over the several years and eventually zeroing out the program by 2028.

The goal in developing the model is to take what staff and PDT has been working on, in terms of the project cash flow schedule, and build that into a model that can look at different debt assumptions. As you know, you have \$175 Million Bond Anticipation Note that is coming to maturity in February 2020, so you have to do something with that. The question is going to be, do you go ahead and take it all out with a \$175 Million Long-Term Issue. Can you pay down a portion of that, and bond for less, and, therefore, pay less interest on it. They want to build everything under one roof, so they can look at different options, going forward, and find the option that works best.

Mr. Jackson stated, up until recently, he was listening to the debate that was happening by one faction of the organization said we had enough cash on hand that we did not need to draw down any of the bond money. Then, another faction said that we needed it. It was alluded to, a moment ago, that we need to draw down some, or all, of it. He requested the financial advisors to help him reconcile that, in terms of available cash on hand.

In the model, the balance at the beginning of this month was about \$200 Million. If you stopped construction, for the foreseeable future, you could pay off the BAN with cash. Assuming you want to continue with some of the construction, you would need to have some of that available.

Mr. Jackson stated he thinks going from the massive number of employees the PDT had in place, and the massive number of ongoing projects, versus what, in reality, will happen once it moves in house, he does not see it continuing at the current pace or rate. He needs to hear at what rate we need to consider borrowing, or spending, versus if we continue at the rate we are doing.

On the main dashboard page is where they can look at different debt assumptions and options/scenarios. There is an interest rate assumption built into the model. The main inflows are sales tax money and interest earnings. In terms of outflows, there is debt service and cash flow schedule. The total amount that can go to projects is \$1,037,900,000. It was noted that within the

project amounts they have to include any interest on the bonds toward the project limitations. Conversely, any interest earned can be offset.

Mr. Jackson inquired if the financial advisors have enough information to make a concrete assessment.

The financial advisors believe they do have enough information.

Mr. Jackson inquired about what the work of the financial advisors will translate into for the County.

Mr. Niermeier stated the result of First Tryon's work is to show what we can take resource-wise and project-wise, based on the projected cash available, and show the cash flow to do the project list in the referendum.

Mr. Jackson inquired about what information will be etched in stone to help us make the determination on Item e: "Approval of Modified 2019-2028 Project and Cash Flow Plan." What will the recommendation be, based upon the information provided.

Mr. Niermeier stated they recommend this going to full Council for approval for the modified cash flow plan, which they will continue to tweak over the next few days. As Mr. Beaty alluded to, there are some things that need to be dialed in a little bit more. There are certain things you will see in the cash flow plan that will be pushed out because the debt rates are a little bit lower. The recommendation to borrow or not to borrow will be included in the plan.

Ms. Newton inquired if this includes the \$52M in savings from the Carolina Crossroads Project.

Mr. Niermeier stated the \$52M is included. The SCDOT IGA says Council has the authority, and right, to do, or not certain projects they do not want to.

Mr. Jackson stated, the last time we had this discuss, Mr. Beaty recommended that the \$52M be pushed to the end, so that in the event we are not able to have those dollars it has not adversely affected any projects.

Ms. Newton stated she would be comfortable with accepting Mr. Beaty's recommendation for the \$52M to be added to the end.

Ms. Myers inquired if we have assumed all of the costs and modifications, listed on p. 101 of the agenda packet, that are being debated.

Mr. Niermeier responded in the affirmative. The I-20/Broad River Road is zeroed out. The three (3) decisions previously made by Council in June 2018 is also accounted for. Several projects were added back in that were previously removed and the money brought back into the Bikeways and Pedestrian Improvements.

Ms. Myers stated she thought we were debating what to do with the projects that were over budget, and those that we were potentially re-scoping. She stated there has been no public comment on any of that, and no process decided for making those decisions. She inquired if this is a suggestion, or are we proposing that Council adopt it.

Mr. Niermeier stated this is a recommendation to attempt to do the most projects, with the money

available. The only real variable is the \$52M, which we need clarity on from the State.

Ms. Myers inquired if we are planning to recommend this, as the decision.

Mr. Niermeier stated that is up to the body. They can only provide you the information.

Mr. Manning inquired what Mr. Niermeier meant when he said Council approved changing the termini for three (3) projects in June 2018.

Mr. Niermeier stated he believes there were three (3) actions taken by Council in June 2018 to re-scope Pineview...

Ms. Myers stated those were recommendations. Council did not do any changes to the ordinance, and there was no public hearings.

Mr. Beaty stated, in 2018, the subject was brought up 3 times in the ad hoc committee. There was a work session. After the work session, on June 5, 2018, Council voted to modified Bluff II and Pineview. The action did not specifically address Spears Creek Church, but that had been a part of the conversation leading up to that motion. What the PDT provided to First Tryon, and staff, the savings on Bluff II and Pineview, Spears Creek Church, and the \$52M from the I-20 Interchange, which is the basis for the model.

Mr. Manning stated the question before us is whether Council approval was really an official approval. He requested the County Attorney or a representative from the Legal Department to answer that question.

Mr. Jackson stated he requested Ms. Onley to send out a copy of the minutes from the 2018 meetings to the committee members, which is what Mr. Beaty is referencing. The Bluff Road and Pineview actions are crystal clear.

Mr. Manning stated it sounds like his colleagues are saying that because there were not readings and public input meetings that Council action is null and void, and did not constitute proper Council action.

Ms. Myers stated we were told to modify these roads in the referendum it required 3 Readings and a public hearing. We did discuss it, but we did not have 3 Readings and public hearing. She is suggesting that, if that is what we are going to do, the process has to be identified. If it requires just 2 more Readings and a public hearing, then that is that, but it cannot just be that we voted to scrap the widenings.

Mr. Jackson stated if Legal's interpretation of the action were that it is not an appropriate action, based upon that vote, then he would like to have Legal...

Ms. McBride stated her understanding is, that you have a good model to follow, but the validity of it is based on the credibility of the information that is being input. She inquired if this model includes everything that is in the transportation plan.

Mr. Niermeier responded in the affirmative.

Ms. McBride inquired if the model includes the amount of funds, based on the referendum, or the

amount of funds, based on the PDT, etc.

Mr. Niermeier stated it is based on the funds in the referendum.

Ms. McBride stated, for clarification, that we have go back to using the cap, from the referendum, for the projects to be completed.

Mr. Niermeier responded in the affirmative.

Ms. McBride stated there were projects that were funded, and completed, before we decided to use only the referendum amount.

Mr. Niermeier stated that is probably correct, but there has been debt and cash flow modeling done since 2014 using the same cap numbers.

Mr. Beaty stated the model does go to the cap of the whole \$1.07 Billion. There is about \$30M outside monies coming in. The projects have been input, based on the current estimates. Therefore, if a sidewalk project is over the original referendum, but that is where it is being developed today that is what went into the model. The total amount is capped, but each individual project is based on its current estimate.

Mr. Jackson stated Mr. Farrar had joined the committee, if Ms. Myers and Mr. Manning would like to restate their questions.

Ms. Myers stated we were talking about the modifications under the referendum to Penny Projects. The issue was raised because two (2) of the projects were voted on for modifications by Council, but were not subjected to three (3) readings and a public hearing. Her question was does the Council's mere voting on it stand, because she thought Legal told them that changes to project scopes, in the referendum, required three (3) readings and public hearing, or does it require three (3) readings and a public hearing.

Mr. Farrar stated, typically, when you have a modification of an ordinance, you have to follow the same formalities as the original adoption of the ordinance. For example, if the projects were done pursuant to ordinance, you would have to amend the ordinance to change the projects. If you are going back, you can ratify the action, if it is the will of Council.

Mr. Manning stated, what we did in June 2018, we have been proceeding like we did it, when we did not do it. We talked earlier about the money beginning to be collected in 2013. We may need to go back and look at the minutes of every Council meeting that we ever discussed anything related to the Penny, and see where we did anything that preceded on, based on the Council meeting and the agenda item, approved by Council and moved forward on it. It could be like this one, and we moved forward on a Council decision that was not valid.

Ms. Myers inquired if we have already done, when we ratified some of the work on projects that were already completed, or were completed out of scope of the referendum.

Mr. Jackson stated there were a number of projects that exceeded the referendum amount, approved by Council and completed. He does not recall them doing that because that meant we exceeded the ordinance for those projects. He believes we should get a list of the projects that exceeded the referendum amount, that are complete, and determine whether or not we took the appropriate steps

in approval of those.

Ms. Myers stated we did not go back and do three (3) readings and public hearing. We ratified them in an overarching document when we adopted the second BAN. We were instructed that, if we were going to change things going forward, it would require three (3) readings and a public hearing.

Mr. Jackson stated we need to get Legal, Transportation Department or Dr. Thompson to verify whether that is correct, in terms of where we are.

Ms. McBride stated one of her main concerns is that we funded a number of projects that were over budget, and now we are trying to put in new language without thinking about what has been done in the past. We must be consistent.

- b. **S. 401 State Law Regarding Utility Cost** – Mr. Niermeier stated the State of South Carolina passed a new utility cost bill in May that defines utility enterprises as small or large. Based on that classification, projects relating to utility relocation and design, if they are small it is put on that project. Essentially, this could have some implication on the Penny by increasing some of our construction costs for utility relocation. As it stands now, they have met with Legal about it, and Mr. Smith is currently writing an opinion that will be brought back to committee for evaluation.
- c. **Shop Road Change Order** – Mr. Niermeier stated Shop Road is essentially finished. There will be an announcement when the road is officially opened.
- d. **Pending Approvals**
 - Atlas Road – Authorization to Proceed to Construction (SCDOT)
 - Bull/Elmwood – Authorization to Proceed to Construction (SCDOT)
 - Blythewood Widening Phase 1 Condemnations (County Legal Staff)
 - Advertisement of Greene Street Phase 2 and Resurfacing Package R (County Staff)
 - Design of Shop Road Phase 2 and Blythewood Area Improvements (County Staff)
 - Maintenance Responsibility of Chatworth Connector as part of Decker/Woodfield NIP – (Meeting scheduled between County Staff, Recreation Commission and School District 2)

Ms. Newton stated her recollection is that Atlas Road, as currently specked, is one of the projects that would exceed the referendum amount, and we were going to come back and make decisions on those.

Mr. Niermeier stated Ms. Newton is correct. They are waiting on a Notice to Proceed from SCDOT; however, it is up to us, if and when, we act on that.

Mr. Jackson stated he requested Dr. Thompson, when he was the Transportation Director, to add the category “Pending Approvals” so the committee would know any that was waiting on approval by this body before any action could be taken.

5. ITEMS FOR ACTION

a. **Approval of Letters of Recommendation to Award Bid:**

1. **Resurfacing Package Q** – Mr. Niermeier stated the bids were opened on June 26. There

were five (5) bidders, and the recommendation is to award the package to Palmetto Corporation of Conway, Inc.

Mr. Livingston moved, seconded by Mr. Manning, to approve this item.

Ms. Newton inquired about the approximately miles that will be paved with this package.

Mr. Niermeier stated there are 16.74 miles in Package Q.

In Favor: Jackson, Newton, Myers and Livingston

Present but Not Voting: Manning

The vote in favor was unanimous.

2. **North Springs/Harrington Intersection** – Mr. Niermeier stated the recommendation is approve award of Palmetto Corporation of Conway, Inc.

Mr. Manning moved, seconded by Mr. Jackson, to approve this item.

In Favor: Jackson, Newton, Myers and Livingston

Present but Not Voting: Manning

The vote in favor was unanimous.

b. Approval to Increase Construction Contingency Amount:

1. **Koon/Farmview Sidewalk Project (10%)**
2. **Magnolia/Schoolhouse Road Project (10%)**

Mr. Beaty stated they have 2 sidewalk projects grouped together. Koon/Farmview is under the referendum. It is a relatively small project. The bid was approximately \$200,000. On construction awards Council usually allows staff a 10% contingency, in case things change. There has already been a contingency of around \$20,000, and there have been further changes in the field. They have had to modify the sidewalk to avoid utility and do some additional earthwork, which will bring the total to \$230,000 - \$235,000, so they are beyond the 10% approve. They are asking for an additional \$10,000 to make sure that we pay the contractors final bill.

Mr. Livingston inquired if we would still be under the referendum amount with the additional 10%.

Mr. Beaty stated the Magnolia/Schoolhouse is a little larger project. This project came in about \$589,000. Council approved an original 10% contingency. This project has had some delays, utility conflicts and some changes in the field to minimize impacts. The project will go beyond the original 10%. It should only require an additional 4 - 5%, but they are asking for the promise to go up to 10%. The reason they are being conservative, and asking for the 10%, is that Council does not meet in August. The contractor should be complete in that timeframe, and they would hate to not have Council's approval to pay this final bill.

Ms. Myers inquired if there is a process in place when a project goes over the contingency amount.

Ms. Wladischkin stated the standard process, for change orders, is whatever contingency was originally approved by Council is handled through Administration. When we breach the original contingency then we bring it back to Council for approval. The standard rule for change orders is 10% or \$10,000, which would be quite a few of the Transportation change orders.

Ms. Newton stated, for clarification, that even with the additional 10% we are still under the referendum amount.

Mr. Beaty responded in the affirmative.

Mr. Manning moved, seconded by Mr. Livingston, to approve the increase of construction contingency amounts for Koon/Fairview Sidewalk Project and Magnolia/Schoolhouse Road Project.

In Favor: Jackson, Newton, Myers and Livingston

Present but Not Voting: Manning

The vote in favor was unanimous.

Mr. Brown inquired what happens if the contingency amount makes the project go over the referendum amount. He stated he would not feel comfortable, as he perceives that as a decision that Council would have to make. He requested further clarification on what Council expects to happen.

Mr. Jackson stated, if the project is at the point of being at the end, and it is all complete, except it has a 10% overage that has been exceeded, but the work has been done, he does not sure there is a lot of debate. He is sure that we are not going to pay the contractors. One of the issues that Ms. Newton raised was we need to revisit and resolve the plan on the front end, so we do not run into the scenario on the back end.

Ms. Myers stated maybe the issue is where it is paid from. If it is over the referendum, Mr. Farrar has just pointed out again, that going over that amount requires certain steps. It may well be that if we are setting that contingency; we can look at numbers too. Maybe what we need to do on the front end is make a catch all rule that speaks to it because it is coming out of another project, unless we identify another source of funds.

Ms. McBride inquired if this was a contractual issue. Do we not have a written contract that states, this is the cost, which also includes a 10% contingency.

Mr. Beaty stated, as an example, you enter into a contract with the contractor for \$100. You allow your staff an additional \$10, in case things change in the field and the costs of the project goes up to \$110. Your staff can make those changes in the field without having to come back to you. In this case, the contractor is going to exceed the original 10%.

Mr. Brown stated, he was saying, if the project itself is concluding, and at the conclusion of the project, the 10% contingency is invoked, but that in itself puts the project over the referendum, does he have the authority to finish it.

Mr. Jackson stated he thinks, at the beginning of discussions about future projects, the 10% being

added should be a part of that discussion, so it is determined if it is below the referendum on the front end. Rather than having to question that in the 11th hour.

- c. **Approval of Penny Project Features Inside SCDOT Right of Way** – Mr. Niermeier stated this has been before the committee several times. Ms. Steele will present staff's recommendation on this matter.

Ms. Steele stated we have several projects that include features proposed to be installed in the SCDOT Right-of-Ways that SCDOT has claimed they will not maintain. If we proceed with installing them, the County will be responsible for maintaining them.

1. **Shared Use Path** – This would be a joint maintenance between the County and SCDOT. The SCDOT will maintain portions of it, but not all of it.
2. **Landscaped Medians** – The SCDOT will not maintain.
3. **Mast Arms** – The SCDOT will not maintain.
4. **Street Lighting** – The SCDOT will not maintain. Ms. Steele researched the solar power option for street lighting. The installation is more expensive on the front end; however, over time you save on the cost of the light bill. For a 15-year timeframe, it will cost approximately \$100 million to light the County.

Mr. Jackson inquired what the funding source would be.

Ms. Steele stated the installation would be Penny funds. The maintenance funding would come from Public Works.

Mr. Jackson inquired if Public Works has begun building this into their future budget.

Ms. Steele stated there was not a lot communication between the Transportation and Public Works Departments, so Public Works was not aware that these features were proposed to be installed. Therefore, Public Works was not aware to request funding in their budget.

Mr. Jackson inquired as to what the source of funding would be.

Ms. Myers stated, for clarification, the additional budgetary amount that would be needed is \$6 - \$7 Million per year.

Mr. Jackson inquired as to when the projects would begin.

Ms. Steele stated several of the projects are in design, and some are at 70%, so construction could begin in the next 6 months.

Ms. Myers inquired, of the projects they could start, what is the budgeted amount that would be needed for maintenance of those projects.

Ms. Steele stated they are currently not requesting funding, but whether to leave these items in the projects.

Ms. Myers stated that is the overarching question. The narrow question is, until we give you guidance, you have got something in a holding pattern. Of those things in a holding pattern, how much money would it take to maintain them if we took them out of the holding pattern and instructed you to proceed.

Ms. Steele stated the fiscal impact, for each item, is listed on p. 63 of the agenda packet. The mast arm signals will not have to be maintained, unless they are damaged by an accident or an act of nature. They would need funding for landscaped medians immediately.

Ms. Myers stated there are some shovel ready projects that fall in this category.

Ms. Steele stated the projects listed on p. 66 are under design. They are not ready for construction.

Ms. Myers stated, for clarification, all of the projects listed have these features, but all of them are not at the same level of design.

Ms. Steele responded in the affirmative.

Ms. Myers stated, for the ones that are ready now, and, therefore, we need to find maintenance funding for, what is the fiscal impact.

Ms. Steele stated she does not think any of the projects are ready to be constructed now.

Mr. Beaty stated, in the near future, they could do the Chatsworth Connector, which is a pedestrian accommodation path that Mr. Niermeier is working on getting the maintenance agreement. If we had the maintenance issue worked out, they could advertise it immediately. By the end of the summer, they could advertise Bull Street/Elmwood Avenue Intersection, which has mast arms.

Mr. Jackson stated the answer to Ms. Myers' question is the issue of getting our approval is simply to give you authorization to move forward, not a request for funding. At the earliest, funding would not be needed for at least 6 months.

Ms. Steele responded in the affirmative.

Ms. Myers stated we want to know what their projection is for the funding we are going to need.

Ms. Steele stated there are 14 proposed projects.

Ms. Newton stated, her understanding, the reason why we are looking at these projects as a whole, is that, per the ordinance, what we do for one project we do for all the projects.

Ms. Steele responded in the affirmative.

Ms. Newton stated, even if we only approve 14 projects, we are de facto approving that we will do the same for all projects.

Ms. Steele responded in the affirmative.

Ms. Newton stated, for clarification, the projects in the referendum are clear, on a list and defined. However, let's say, tomorrow we work on another roadway that has not been named, then, per the

ordinance, the lighting we do on that road will have to conform to the same lighting specifications.

Ms. Steele responded the way she reads the ordinance that is correct.

Mr. Manning stated he was hopeful that Mr. Brown heard the comment that the one department did not talk to the other department. As he recalls, there was money in Biennium I (FY18 and FY19) for revivification. He is not aware of that money being spent, and could be funding that is available for the maintenance of these items.

Mr. Manning moved, seconded by Mr. Jackson, to approve staff's recommendation to remove the items from current and future designs of Penny Projects.

In Favor: Jackson, Manning and Livingston

Present but Not Voting: Newton and Myers

The vote was in favor.

- d. **Approval of the Widening Memo** – Mr. Niermeier stated this is a direct result of the work session last week. In March 2018, we discussed realignment of projects with the funds available to accomplish as much as we can. Some of this goes back to the discussion of the June 2018 vote by Council to change certain scopes of projects, and free up funding in those categories. There are three (3) scenarios in front of the committee.

Scenario A shows the widening projects as defined within the referendum. Scenario B differs from the memo of last year, and shows the projects constrained by the referendum amount. Scenario C shows the recommended improvements.

Mr. Niermeier stated staff is recommending to allow them to move forward with Scenario C, which is based on the previous actions and allows them to complete the widening program within the funding allocated for it.

Ms. Myers suggested a decision on the widenings rest on Ms. Newton's earlier suggestion that Council make a decision rather than adopting either Scenario A, B, or C.

Mr. Livingston inquired if staff had a recommendation.

Mr. Niermeier stated the recommendation is to move ahead with Scenario C.

Mr. Livingston moved, seconded by Mr. Manning, to move forward with Scenario C.

Ms. Myers made a substitute motion, seconded by Ms. Newton, to take up Ms. Newton's suggestion that we make a decision as to how to fund projects that are now over the referendum rather than taking money from the other projects and pushing them through to the detriment of the citizens.

In Favor: Jackson, Newton, Myers

Opposed: Manning and Livingston

The vote was in favor.

1. **Richland County Transportation Penny Project Alignment** – Mr. Niermeier stated when the recommended framework was presented it was based on incomplete information. It was brought to his attention that the criteria for prioritization of Penny Projects, approved by Council April 2, 2013, was available. The prioritization criteria was originally developed for all of the Penny Program Projects, in all of the different categories. The thought was, if it was already in place, let's not reinvent the wheel, but go ahead and stick with the prioritization. What they have discussed with Dr. Thompson, and others, is to stick with what they came with, which will expose us, and the program to less risk moving forward.

Ms. Newton stated her recollection, from the work session; the new criteria staff developed seemed to be more in line with where we are with the Penny Project today. It had more criteria that was based on community need and traffic patterns. She hopes we can have a discussion about this because staff put a lot of thought into the new criteria. She thought the criteria was excellent, and she would like to have a conversation before we jettison that.

Mr. Jackson stated it was a lot of effort and work to get to where we were at, at the last work session, concerning the recommendation. For that now not to be a consideration is a little disappointing. He was comfortable with placing all projects, which exceeded the referendum, on hold until we developed a clear policy that would address how those projects would be implemented and funded. If we are going to substitute what was presented to us at the last work session with a new idea, then we need to continue to let those projects remain on hold until we have the discussion at the next committee meeting.

Mr. Brown stated Mr. Niermeier, and his staff, need a decision as to what framework the Council will utilize. That plays a big part as to how projects are moved going forward. He think the intent of the conversation was to allow Council to make a decision, as to what framework will be in place. If it is the framework that was recommended, at the last work session, or the previous one that utilized in the development to the PDT, then staff can move forward and work. Right now, staff is on hold and trying to figure out what direction Council would like staff to move forward. He believes, what Mr. Niermeier is trying to say is, we want to feel confident Council has made a decision about the framework, so that staff can move forward, in whatever direction.

Mr. Jackson stated we came to the last work session with a presentation that, not since he took over as Chair of the committee, did we have that level of consensus among this body about a recommendation/framework that was being made. We came to today's meeting with the knowledge and understanding that was still in place. We found out today, for the first time, that was no longer in place, and we were considering going back to a previous one. He is not opposed to that. He is simply saying, if we were told that prior to today, and there had been some opportunity to vet that among ourselves, then we would probably be at a different point today. We were at a point of moving forward, with what we were presented at the last work session. There were a couple questions that came out at the Council meeting, we were going to go back and look at, and present at today's meeting. Instead, what we got today was, we are not going to go with that plan. We are going to go with the previous plan.

Ms. Newton stated she too was really excited by the work that had been done. She also felt there was consensus, in terms of using that criteria as a framework.

Ms. McBride stated she was not able to attend the work session, but she did not agree with the method used, and she is glad staff is taking the opportunity to review the information and coming with something that may be consistent with all Council members. She knows we have a

committee to vet issues, but she is very concerned with the recommendations that were made.

Mr. Jackson stated, to make sure we are clear in terms of Mr. Brown's question, "Where do we from here?" He thinks those projects that are over the referendum are on hold until we come back at our next committee meeting to discuss, with both documents and a recommendation from staff. We have a conversation and take a vote on it.

Dr. Thompson inquired, for clarification, if this takes into consideration those projects that have outside funding. For example, North Main. On paper, North Main would be over the referendum because of the outside funding.

Mr. Jackson inquired if North Main would be under consideration with the policy being developed, or would it be excluded because it has outside funding.

Dr. Thompson stated it should still be on the table.

Mr. Livingston stated, as you recall, North Main is not over the referendum amount, as far as the portion we are providing, so it should not fit in that category. It is clear that North Main is limited to the amount of the referendum; therefore, we cannot spend more on North Main than the referendum, based on the agreement with the City of Columbia.

Ms. McBride stated we have already funded some projects that were over the referendum. We are going to have to go back and correct those projects. We know have projects that are over the referendum that are just as important, or more important, than the ones we funded. There are safety issues. She cannot see making a global statement that we are not going to fund any projects, at this time, that are over the referendum, when we have already done that. If there are some projects that are safety hazards, then we should take them individually.

Mr. Manning inquired if pp 101- 103 of the agenda contains all the projects.

Mr. Niermeier stated those are only the widening projects.

Mr. Manning inquired if they could have a list of projects, as of now, they are putting on hold.

Mr. Niermeier responded in the affirmative.

Mr. Jackson stated that was a good suggestion, then at the next meeting we can have a composite list and discuss them individuals as we still discuss and develop the policy going forward.

Mr. Beaty stated we would be putting the ability to start construction on Atlas; the design of Bluff Road Phase II, Lower Richland Boulevard, Pineview, Polo Road, Spears Creek, and Clemson/Sparkleberry Intersection; the construction of Harrison, Polo, Alpine, and Sunset; and the sidewalks on hold.

Ms. Myers suggested that we look at the sidewalk category separately. The amounts they are over the referendum is minuscule.

Mr. Livingston stated he does not believe that is quite accurate because there is one sidewalk that is at least \$1M over.

Mr. Beaty stated, with the sidewalk category, there were 56 sidewalks in the referendum with a total value of \$27M. If we stay the course, we can finish 50 of the 56. The last 6 are the lower priority projects. He would advocate that we continue down the list with the higher priority ones. We get 50 of 56 done, and defer action on the remaining 6 until a later date.

Ms. Newton stated, for clarification, if we accept Mr. Beaty's suggestion of doing 50 of the 56 sidewalk projects, which represent the higher priority items, are those individual items within the referendum amount.

Mr. Beaty stated most of them would not be within the referendum amount.

Ms. McBride stated we should realize the County has spent millions on design already, so we are not starting at the beginning. Not to do these sidewalks, we will be throwing away millions of dollars. It is not fiscally responsible for us not to continue with them. In addition, some of them is a safety issue. She does not want the death of anyone on my conscience.

Mr. Jackson stated the request to defer continuing to work on those projects that are over the referendum does not mean they will not be done. The recommendation is that we were expecting to have a policy on how to address them. He came to the meeting today with that expectation, which would have addressed all them. Void of a policy, in terms of how we are going to address them, or where the funding is going to come from because we did not approve it today, it becomes difficult to make a decision on any project over the referendum.

Mr. Manning moved, seconded by Mr. Jackson, to proceed with Mr. Beaty's recommendation to proceed with the 50 of 56 sidewalks.

Ms. Myers inquired about how much money we are talking about, what a shortfall looks like for the rest of the sidewalks and how close they are to completion.

Mr. Manning stated he was thinking the 50 of 56 would be funded with the amount left over by not completing the 6 sidewalk projects. To him that a part of the motion.

Mr. Jackson restated Mr. Manning's motion to authorize moving forward on 50 of the 56 sidewalks, based upon the funds available and the established prioritization list.

In Favor: Jackson, Myers and Livingston

Abstain: Newton

Present but Not Voting: Manning

The vote in favor was unanimous with Ms. Newton abstaining from the vote.

Ms. Myers requested staff to provide a list of the remaining 6 sidewalks, and the dollar amounts associated with them, at the upcoming Council meeting.

Mr. Beaty stated there are a couple sidewalks that are over the referendum, but they are ready to advertise to go to construction. He inquired if the decision of the committee is to go to Council, and Council approves the recommendation, then we could advertise those projects.

Mr. Jackson stated that is his interpretation of the motion.

Mr. Manning wanted to ensure that the items from the Transportation Ad Hoc Meeting would be placed on the August 1, 2019 Special Called Meeting agenda. Mr. Livingston assured him that those item would be placed on the agenda for action.

e. **Approval of Modified 2019-2028 Project and Cash Flow Plan** – No action was taken.

6. **ADJOURN** – The meeting adjourned at approximately 3:46 PM.

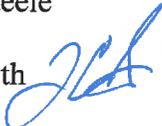
The County of Richland



OFFICE OF THE COUNTY ATTORNEY

MEMORANDUM

TO: Michael Niermeier
Allison Steele

FROM: Larry Smith 

DATE: July 24, 2019

RE: Utility Relocations under New §57-5-880
Partial Closure of Huffman and Weiss Roads

As promised, we have conferred with Linda McDonald, General Counsel for SCDOR, with regard to the above matters. The following is a recap of our joint conclusions.

Utility Relocations Under §57-5-880:

- I. The new law only deals with public wet utilities (i.e. water and sewer)
- II. Public Utilities with Prior Rights

This law will not represent a change. SCDOT/Richland County will pay to move the lines in accordance with the IGA. (See 57-5-880(G)).

- III. Public Utilities Without Prior Rights

The entity undertaking the transportation improvement project (TIP) will bear the cost of the relocation if the utility agrees to place the relocation under the control of the general contractor for the transportation improvement project and agrees to meet the bidding and construction schedule established by the entity undertaking the TIP. (See 57-5-880(B)(2)).

Large public utilities (those with more than 10,000 water or sewer taps) without prior rights may choose not to have relocations placed under the control of the general contractor but must communicate this 180 days prior to the receipt of bids and must otherwise follow the same rules as those under the general contractor. (See 57-5-880(F)).

- A. Requirements for TIP to cover costs
 - 1. All documents necessary for inclusion in the TIP must be provided by the utility at least 180 days prior to receipt of bids for the project.
 - 2. Failure to meet bidding and construction schedule will result in utility bearing all relocation costs except if delay is beyond the control of the utility.
- B. Amount of Relocation Costs to be Covered (See 57-5-880(C) and (D)).
 - 1. For small public utilities (those with 10,000 or fewer water or sewer taps), all relocation costs will be covered.
 - 2. For large public utilities (those with over 10,000 water or sewer taps), all relocation costs will be covered up to 4% of the original construction bid amount of the TIP.
- C. Entity liable for payment of the Relocation Costs (i.e. entity undertaking project)
 - 1. If joint project, payment of relocation costs will be determined by the IGA.
 - 2. IGA's may need to be supplemented to accommodate this new law.

Partial Closure of Huffman and Weiss Roads:

According to Linda McDonald, SCDOT does not interpret the closing of one end of Huffman and Weiss Roads as a "road closure". Thus, no petition or legal action is required. Per Linda, this is a relocation for safety, which is not a taking or a loss of property rights. Residents will not be able to access Leesburg Road from these two roads but they have ingress and egress via another road.

As authority for this, she referred us to a S. C. Supreme Court case, *Hardin v. S.C. Department of Transportation* and *Tallent v. S.C. Department of Transportation*, 371 S.C. 598, 641 S.E.2d 437 (2007). In that case. the Supreme Court held as follows:

When only a portion of the public road abutting a landowner's property is closed, leaving the property in a cul-de-sac, no taking has occurred. As long as the owner has access to and from the remainder of the road that continues to abut his property, his easement with respect to that road remains intact. Further, as long as a landowner still has access to the public road system, this easement is unaffected. This reasoning is in line with the notion that a landowner has no right to access abutting roads in more than one direction.

Linda further advised that SCDOT has already dealt with the individual homeowner's abutting these two roads and these cases have been closed.

Session 123 - (2019-2020)

S*0401 (Rat #0049, Act #0036 of 2019) General Bill, By Campbell and Scott

Summary: Highway system construction

AN ACT TO AMEND THE CODE OF LAWS OF SOUTH CAROLINA, 1976, BY ADDING SECTION 57-5-880 SO AS TO DEFINE CERTAIN TERMS, PROVIDE AN ENTITY UNDERTAKING A TRANSPORTATION IMPROVEMENT PROJECT SHALL BEAR THE COSTS RELATED TO RELOCATING WATER AND SEWER LINES, TO PROVIDE THE REQUIREMENTS FOR UTILITIES TO BE ELIGIBLE FOR RELOCATION PAYMENTS, AND TO PROVIDE A SUNSET PROVISION. - ratified title

01/22/19 Senate Introduced and read first time (Senate Journal-page 9)
01/22/19 Senate Referred to Committee on Transportation (Senate Journal-page 9)
03/21/19 Senate Committee report: Favorable with amendment Transportation (Senate Journal-page 10)
03/22/19 Scrivener's error corrected
03/27/19 Senate Committee Amendment Adopted (Senate Journal-page 56)
03/27/19 Senate Read second time (Senate Journal-page 56)
03/27/19 Senate Roll call Ayes-38 Nays-0 (Senate Journal-page 56)
03/28/19 Senate Read third time and sent to House (Senate Journal-page 13)
04/02/19 House Introduced and read first time (House Journal-page 3)
04/02/19 House Referred to Committee on Education and Public Works (House Journal-page 3)
04/25/19 House Committee report: Favorable Education and Public Works (House Journal-page 2)
04/26/19 Scrivener's error corrected
04/30/19 House Read second time (House Journal-page 29)
04/30/19 House Roll call Yeas-108 Nays-0 (House Journal-page 30)
05/01/19 House Read third time and enrolled (House Journal-page 12)
05/09/19 Ratified R 49
05/13/19 Signed By Governor
05/17/19 Effective date 05/13/19
05/21/19 Act No. 36

1 COMMITTEE REPORT

2 April 25, 2019

3

4

S. 401

5

6

Introduced by Senators Campbell and Scott

7

8

S. Printed 4/25/19--H.

[SEC 4/26/19 11:07 AM]

9

Read the first time April 2, 2019.

10

11

12 **THE COMMITTEE ON EDUCATION AND PUBLIC**
13 **WORKS**

14

To whom was referred a Bill (S. 401) to amend Article 5, Chapter 5, Title 57 of the 1976 Code, relating to the construction of the state highway system, by adding Section 57-5-880, etc., respectfully

17

REPORT:

18

That they have duly and carefully considered the same and recommend that the same do pass:

20

21

MERITA A. ALLISON for Committee.

22

23

24 **STATEMENT OF ESTIMATED FISCAL IMPACT**

25

Explanation of Fiscal Impact

26

Amended by the Senate on March 27, 2019

27

State Expenditure

28

This bill requires an entity that undertakes a transportation improvement project to bear the costs related to relocating water and sewer lines, up to four percent of the original construction bid amount for a large public water utility or large public sewer utility. In addition, DOT must include metrics on utility relocation in its annual accountability report.

34

DOT indicates that the bill could increase recurring other funds expenses by \$12,900,000 annually, beginning in FY 2019-20. This estimate is based upon project costs for future projects. Further, DOT indicates that expenses will depend upon the actual projects for which the agency is able to contract in a given year.

39

Local Expenditure

40

The Revenue and Fiscal Affairs Office surveyed twenty-three county governments regarding the expenditure impact of this

41

[401-1]

1 amendment. We received responses from three county
2 governments.

3 Florence County does not own a water or sewer system.
4 Therefore, this bill will have no expenditure impact on Florence
5 County.

6 Lancaster County indicates that most of its road projects are
7 limited to resurfacing or initial paving, and the county usually does
8 not participate in widening projects where a utility line may have to
9 be relocated. Therefore, the bill will have no expenditure impact on
10 Lancaster County.

11 Charleston County references ten featured projects and an
12 estimate of unallocated money for the next eleven years to which
13 this bill would apply. The value of the ten projects is approximately
14 \$678,000,000, and the percentage of the unallocated money that will
15 be allocated to Charleston County road projects is estimated to be
16 \$62,370,000. The county indicates that the four percent threshold
17 applies to these ten projects. Therefore, the expenditure impact of
18 these projects is estimated to be approximately \$29,614,800 to the
19 county.

20 In addition, Charleston County has an additional ongoing project
21 that will not cost the full four percent authorized by this bill. From
22 the \$725,000,000 project total, the expenditure impact will be
23 approximately \$10,000,000 to \$12,000,000, bringing the total
24 expenditure impact to the county to between \$39,614,800 and
25 \$41,614,800.

26 Due to the various combination of parties that may be affected,
27 the expenditure impact of this bill on local governments cannot be
28 estimated. Determination of the expenditure impact is further
29 complicated, because increased costs and savings depend upon the
30 specific project plans and their costs as well as the existence of prior
31 rights.

32 **Introduced on January 22, 2019**

33 **State Expenditure**

34 This bill requires an entity that undertakes a transportation
35 improvement project to bear the costs related to relocating water and
36 sewer lines, up to four percent of the original construction bid
37 amount for a large public water utility or large public sewer utility.

38 DOT indicates that the bill could increase recurring other funds
39 expenses by \$12,900,000 annually, beginning in FY 2019-20. This
40 estimate is based upon project costs for future projects. Further,
41 DOT indicates that expenses will depend upon the actual projects
42 for which the agency is able to contract in a given year.

[401-2]

1 **Local Expenditure**

2 The Revenue and Fiscal Affairs Office surveyed twenty-three
3 county governments regarding the expenditure impact of this
4 amendment. We received responses from three county
5 governments.

6 Florence County does not own a water or sewer system.
7 Therefore, this bill will have no expenditure impact on Florence
8 County.

9 Lancaster County indicates that most of its road projects are
10 limited to resurfacing or initial paving, and the county usually does
11 not participate in widening projects where a utility line may have to
12 be relocated. Therefore, the bill will have no expenditure impact on
13 Lancaster County.

14 Charleston County references ten featured projects and an
15 estimate of unallocated money for the next eleven years to which
16 this bill would apply. The value of the ten projects is approximately
17 \$678,000,000, and the percentage of the unallocated money that will
18 be allocated to Charleston County road projects is estimated to be
19 \$62,370,000. The county indicates that the four percent threshold
20 applies to these ten projects. Therefore, the expenditure impact of
21 these projects is estimated to be approximately \$29,614,800 to the
22 county.

23 In addition, Charleston County has an additional ongoing project
24 that will not cost the full four percent authorized by this bill. From
25 the \$725,000,000 project total, the expenditure impact will be
26 approximately \$10,000,000 to \$12,000,000, bringing the total
27 expenditure impact to the county to between \$39,614,800 and
28 \$41,614,800.

29 Due to the various combination of parties that may be affected,
30 the expenditure impact of this bill on local governments cannot be
31 estimated. Determination of the expenditure impact is further
32 complicated, because increased costs and savings depend upon the
33 specific project plans and their costs as well as the existence of prior
34 rights.

35
36 Frank A. Rainwater, Executive Director
37 Revenue and Fiscal Affairs Office
38

[401-3]

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A BILL

TO AMEND ARTICLE 5, CHAPTER 5, TITLE 57 OF THE 1976 CODE, RELATING TO THE CONSTRUCTION OF THE STATE HIGHWAY SYSTEM, BY ADDING SECTION 57-5-880, TO PROVIDE THAT AN ENTITY UNDERTAKING A TRANSPORTATION IMPROVEMENT PROJECT SHALL BEAR THE COSTS RELATED TO RELOCATING WATER AND SEWER LINES, TO PROVIDE THE REQUIREMENTS FOR UTILITIES TO BE ELIGIBLE FOR RELOCATION PAYMENTS, AND TO DEFINE NECESSARY TERMS.

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. Article 5, Chapter 5, Title 57 of the 1976 Code is amended by adding:

“Section 57-5-880. (A) For the purposes of this section:

(1) ‘Betterment’ means any upgrade to a facility being relocated that is made solely for the benefit of the public water system and that is not attributable to the improvement, construction, reconstruction, or alteration of roads, streets, or highways undertaken by the department.

(2) ‘Costs related to relocating water and sewer lines’ means the amount attributable to the relocation, less the amount of any betterment made to the system. Costs related to relocating water and sewer lines include, but are not limited to, right-of-way acquisition to accommodate the relocated utility, if in the best interests of the transportation improvement project, design, engineering, permitting, removal, installation, inspection, materials, and labor costs.

(3) ‘Large public sewer utility’ means a public sewer utility that does not meet the definition of a small public sewer utility.

[401]

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1 (4) 'Large public water utility' means a public water utility
2 that does not meet the definition of a small public water utility.

3 (5) 'Public highway system' means:

4 (a) the state highway system as defined in Section 57-5-10;

5 (b) roads, streets, and highways under the jurisdiction of a
6 county or municipality; and

7 (c) bridges, tunnels, overpasses, underpasses, interchanges,
8 and other similar facilities located throughout the State.

9 (6) 'Public sewer system' means a sewer system that provides
10 sewer services to the public and that is publicly owned or owned by
11 a private, not-for-profit entity as defined in Title 33, Chapter 31.

12 (7) 'Public water system' means, for the purposes of this
13 chapter, any publicly owned or privately owned not-for-profit, as
14 defined in Chapter 31, Title 33, waterworks system that provides
15 water, whether piped or delivered through some other constructed
16 conveyance, for human consumption, including the source of
17 supply, whether the source of supply is of surface or subsurface
18 origin.

19 (8) 'Relocating' or 'relocated' means an adjustment
20 necessitated by a transportation improvement project of a public
21 water system or public sewer system facility by removing and
22 reinstalling the facility; a move, rearrangement, or change of the
23 type of existing facilities; necessary safety and protective measures;
24 or the construction of a replacement facility that is both functionally
25 equivalent to, but not including any betterment of, the existing
26 facility that is necessary for the continuous operation of the system's
27 service.

28 (9) 'Small public sewer utility' means a public sewer utility
29 that has ten thousand or fewer sewer connections and that serves a
30 population of thirty thousand or less. In determining whether a
31 public utility offering water or sewer services qualifies as a small
32 utility, the number of water taps and sewer connections shall be
33 counted separately and shall not be combined.

34 (10) 'Small public water utility' means a public water utility
35 that has ten thousand or fewer water taps and that serves a
36 population of thirty thousand or less. In determining whether a
37 public utility offering water or sewer services qualifies as a small
38 utility, the number of water taps and sewer connections shall be
39 counted separately and shall not be combined.

40 (11) 'Transportation improvement project' or 'project' means
41 a permanent improvement, construction, reconstruction, or
42 alteration to the public highway system undertaken by a state or
43 local government entity, or a political subdivision.

1 (B)(1) Notwithstanding any encroachment permit conditions
2 to the contrary, an entity undertaking a transportation improvement
3 project must bear the costs, according to the schedule prescribed in
4 subsections (C) and (D), related to relocating water and sewer lines:

5 (a) that are maintained and operated by a public water
6 system or a public sewer system and are located within the
7 rights-of-way for a transportation improvement project; and

8 (b) that must be relocated to undertake the project.

9 (2) To be eligible for payment of the relocation costs, the
10 relocation must be placed under the control of the general contractor
11 for the transportation improvement project, unless the public water
12 or public sewer system opts out of placing the relocation under the
13 control of the general contractor according to subsection (F).

14 (3) To be eligible for payment of the relocation, the public
15 water or public sewer utility must meet the bidding and construction
16 schedule established by the entity undertaking the transportation
17 improvement project, such as design conferences and submittal of
18 all relocation drawings and bid documents. All documents necessary
19 for inclusion in the transportation improvement project must be
20 provided by the utility at least one hundred eighty days prior to the
21 receipt of bids for the project. However, if the transportation
22 improvement project is under an accelerated schedule, then the
23 entity undertaking the project shall notify the utility of the date by
24 which the documents must be provided. Failure to meet the bidding
25 and construction schedule requirements shall result in the utility
26 having to bear all relocation costs, except if the delay is due to an
27 event beyond the control of the utility.

28 (C) For a small public water utility or a small public sewer
29 utility, the transportation improvement project shall bear all of the
30 relocation costs, including design costs.

31 (D) Subject to subsection (E), for a large public water utility or
32 a large public sewer utility, the transportation improvement project
33 shall bear all of the relocation costs, including design costs, up to
34 four percent of the original construction bid amount of the
35 transportation improvement project. Should more than one large
36 public water utility or large public sewer utility be required to
37 relocate by a single transportation improvement project, the total
38 cost share of up to four percent under this section shall be divided
39 pro rata among the large public water or public sewer utilities
40 required to relocate under the project.

41 (E) For a transportation improvement project that impacts both
42 a large public utility and a small public utility, the entity undertaking
43 the transportation improvement must pay all of the small public

[401]

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1 utility's relocation costs, without limitation. The entity must also
2 pay up to four and one-half percent, minus the costs of the small
3 public utility's relocation costs, of the original construction bid
4 amount of the transportation improvement project toward the large
5 public utility's relocation costs.

6 (F) A large public water utility or a large public sewer utility
7 may choose not to have the relocation placed under the control of
8 the general contractor. A decision by a large public water utility or
9 large public sewer utility to not have the relocations placed under
10 the control of the general contractor must be communicated in
11 writing to the entity undertaking the transportation improvement
12 project one hundred eighty days prior to the receipt of bids for the
13 project. Failure to meet the project contract requirements and
14 construction schedule shall result in the utility having to bear all
15 relocation costs.

16 (G) Nothing herein shall prohibit or limit payment by a
17 transportation improvement project for the relocation of public
18 water or public sewer lines necessary for the transportation
19 improvement project if a public utility has a prior right to situate the
20 water or sewer lines in their present location.

21 (H) The department shall include metrics on utility relocation
22 under this section in its annual accountability report.”

23
24 SECTION 2. The requirements of Section 57-5-880, as added by
25 this act, expire on July 1, 2026, unless otherwise extended by the
26 General Assembly.

27
28 SECTION 3. This act takes effect upon approval by the Governor.

29 ----XX----

30

APPENDIX 1 – MAINTENANCE PARTNERSHIP AGREEMENT

2/17/00

THIS AGREEMENT is entered this _____ day of _____, 20__, by and between the Town of Blythewood, hereinafter referred to as Town, and the South Carolina Department of Transportation, hereinafter referred to as SCDOT.

WHEREAS, in accordance with Sections 57-3-110 (1) and (10), 57-3-650, 57-23-10, 57-23-800(E), 57-25-140, and the SCDOT's Policy of Vegetation Preservation on SC Highways, SCDOT is authorized to allow landscaping and beautification efforts on SCDOT right of ways;

Location: Blythewood Road from I-77 to Syrup Mill Road;

WHEREAS, SCDOT and the Town are desirous of entering into this Agreement to grant a continuous license to the Town to enter the SCDOT's right of way to conduct routine maintenance of landscaping, beautification and/or enhancements permitted by this Agreement;

NOW THEREFORE, in consideration of mutual promises, SCDOT and the Town agree to the following:

1) SCDOT grants the Town a license to enter onto the SCDOT right of way at the area defined by the location as stated above. The purpose of the license to enter is limited to routine maintenance of the area defined by the location as stated above and such entry will be limited to the scope of the work identified in this agreement. No additional encroachment beyond that contemplated by this agreement is allowed. If additional maintenance, enhancement and/or beautification efforts, different from the original scope of work identified in this agreement, is requested, the Town will be required to submit a new agreement identifying the new scope of work. Entry onto SCDOT right of way pursuant to this agreement may be without notice to the SCDOT.

2) The Town agrees to post all necessary traffic control devices and take all necessary precautions in conformance with SCDOT traffic control standards and as required by the SCDOT, along the SCDOT right of way prior to and during the performance of any routine maintenance, enhancement and/or beautification efforts.

3) SCDOT agrees to accept maintenance responsibilities for the shared use path concrete structure not to include cleaning or hazardous weather maintenance of the surface.

4) The Town agrees to accept maintenance responsibilities for maintenance of the shared use path's surface to include cleaning and hazardous weather maintenance of the surface.

5) The Town agrees to maintain the vegetation zone located between the edge of roadway and the shared use path as well as the vegetation zone on the outside shoulder of the path. This maintenance includes, but is not limited to, mowing and clearing/limbing vegetation management.

6) The Town agrees to be responsible for all claims or damages arising from the work performed by the Town, its employees or agents, but only within the limits of the SC Tort Claims Act. In addition, should the Town use a contractor for performance of the work, the Town shall insert a hold harmless and indemnification clause in its contract with all contractors and subcontractors which requires the contractor and subcontractor to indemnify and hold harmless the Town and the State of South Carolina, specifically the SCDOT, from any liability, claims or damages which may arise from the performance of the work on SCDOT right of way. Nothing in this Agreement shall be construed to expand Town liability for its actions in SCDOT's right of way beyond the limits of the S. C. Tort Claims Act. Further, the Town agrees that they are subject to S. C. Code Section 57-5-140, which provides that SCDOT shall not be liable for damages to property or injuries to persons, as otherwise provided for in the

MAINTENANCE PARTNERSHIP AGREEMENT, PAGE 2

Torts Claims Act, as a consequence of the negligence by a municipality in performing such work within the State highway right of way.

7) This Agreement shall not be modified, amended or altered except upon written consent of the parties. Neither party shall assign, sublet, or transfer its interest in this Agreement without the written consent of the other.

8) This Agreement may be terminated upon thirty days' written notice to the other party; however, in cases where the Town is not performing in accordance with this Agreement, SCDOT shall give written notice to the Town of the failure in performance and, if the Town does not correct or cure the performance within three days of receipt of the notice, SCDOT shall have the option to terminate this license immediately, and shall, thereafter, give written notice of such termination to the Town.

IN WITNESS HEREOF, the above parties have hereunto set their hands and seals.

SOUTH CAROLINA DEPARTMENT OF
TRANSPORTATION

TOWN OF BLYTHEWOOD

By: _____

By: _____

Its: _____

Its: _____

Recommended by: _____



Agenda Briefing

To: Chair of the Committee and the Honorable Members of the Committee
Prepared by: Michael A. Niermeier, Director
Department: Richland County Transportation
Date Prepared: September 11, 2019 **Meeting Date:** September 24, 2019

Legal Review	N/A	Date:	
Budget Review	N/A	Date:	
Finance Review	N/A	Date:	
Other Review:	N/A	Date:	
Approved for Council consideration:	Assistant County Administrator	John Thompson, Ph. D	

Committee

Subject: Greenway Realignment

Background Information:

The Greenway Program originally consisted of 15 projects with a total amount of funding of \$20,970,779. To date, one project has been completed, and one project is in the final stages of construction. The 13 remaining projects are:

1. Gills Creek Ph. A
2. Gills Creek Ph. B
3. Gills Creek Ph. C
4. Smith\Rocky Branch Ph. A
5. Smith\Rocky Branch Ph. B
6. Smith\Rocky Branch Ph. C
7. Crane Creek Ph. A
8. Crane Creek Ph. B
9. Crane Creek Ph. C
10. Columbia Mall Greenway
11. Polo\Windsor Lake Connector
12. Woodbury\Old Leesburg Connector
13. Dutchman Boulevard Connector

The PDT has evaluated these remaining projects and submitted a Recommendation Memorandum (see attachment) that includes recommendations for each project with the goal of completing as many as the funding allows. The Richland County Conservation Commission (RCCC) Executive Committee has reviewed the Recommendation Memorandum and has provided a letter of support for all of the recommendations provided (see attachment.)

Recommended Action:

Staff requests Council to approve the recommendations presented in the Recommendation Memorandum

Motion Requested:

Move to approve the Greenway funding alignment as presented on Page 5 of the memorandum.

Request for Council Reconsideration: Yes

Fiscal Impact:

The funding amount provided for the Greenways projects will not be enough to complete every section of every project. By moving forward with the proposed recommendations, the County will be able to complete the projects that are viable and that integrate well within today's current conditions and characteristics.

Motion of Origin:

This request did not result from a Council motion.

Council Member	N/A
Meeting	N/A
Date	N/A

Discussion:

The Recommendation Memorandum has a detailed breakdown of each project. Some project phases are proposed to be dropped and some projects are proposed to be dropped in their entirety for several reasons including:

1. Lack of Public Support
2. Lack of Funding To Complete All Phases
3. Changes In Area Conditions That Prevent Construction

Attachments:

1. RCCC Letter Of Support With Recommendation Memorandum



TRANSPORTATION PROGRAM

To: John Thompson, PhD
Assistant County Administrator

From: David Beaty, PE
Program Manager

Date: March 15, 2019

Re: 2012 Referendum Greenway Category Status and Recommendation Memorandum

Introduction

The purpose of this memorandum is to provide a summary of the fifteen Richland County Transportation Program Greenway projects and recommendations to continue the program into the future with the goal of completing as many sections as funding allows. These projects warrant a review and consideration by Richland County as the development and characteristics of the surrounding neighborhoods, in conjunction with public input garnered at public hearings has changed substantially in the past seven years since the program began. It is the intent to provide information and recommendations to Richland County to address the viability of these Greenways, and possible reallocation of funds to other projects.

The Richland County Transportation Program has a total funding of \$1.07 billion funded through the Transportation Sales Tax approved by voters in 2012. Of this, \$80,888,356 was allotted to the Bike/Pedestrian/Greenway category with \$20,970,779 specifically dedicated to Greenways. Development of the Greenway category to date has utilized a cost constrained approach in an effort to stay within the original referendum amounts. The following is a summary of the Greenway projects, and recommendations for each project.

Project Summaries

Three Rivers Greenway Extension Phase 1

The Three Rivers Greenway Extension Phase 1 is a 3.2 mile greenway that incorporates an 8-foot-wide concrete trail that undulates from near the I-26/I-126 interchange along the Saluda River. It continues past River Banks Zoo to the confluence of the Saluda and Broad Rivers. Included are benches, environmentally-friendly public restrooms, signage, and information kiosks. The referendum amount was \$7,902,242 and the project is scheduled to be complete Spring/Summer 2019 and be within the referendum amount.

Lincoln Tunnel Greenway

The Lincoln Tunnel Greenway is 3,100 feet and extends from Taylor St. to Elmwood Ave. It was completed in 2017 at a cost of \$1,493,126. The referendum amount was \$892,739 and the City received a grant to be applied to the project in the amount of \$323,680 resulting in the referendum amount being exceeded by approximately \$276,709. The Greenway is a popular destination for pedestrians, cyclists and other visitors in one part because it connects bikeways and sidewalks in the downtown to shopping, restaurants and parks. The Greenway has lights, benches, and the renovated tunnel, with public art on display throughout.

Gills Creek A, B and C Greenways

Gills Creek A is currently in the design phase with its northern termini beginning at Ft. Jackson Boulevard and extending approximately 4,400' to Mikell Lane. The referendum amount was \$2,246,160. Section B is an approximate 5.8 mile greenway with trails and boardwalks along a tributary to Gills Creek from Wildcat Creek to Leesburg Rd. No work has been performed to date and it remains in the programming phase with a Referendum allocation of \$2,785,897. Section C is in the programming phase as well. It is planned as a 3,000' greenway with trails and boardwalks extending from Forest Drive to Quail Lane and has a referendum amount of \$344,667.

In 2016, two public hearings for sections A resulted in over 600 residents and property owners in attendance. In addition to section A, many comments were received for sections B and C. In total, the County received 652 comments, with 503 positively favoring the greenway section A, but constructed on the west side of Gills Creek. There was little support for B or C, and most comments were negative for these two sections.

The PDT is working closely with the City of Columbia and the Gills Creek Watershed Association to ensure coordination and input from stakeholders in the design phase of Section A, and recommend that based on the public input, that Council reallocate the 2012 Referendum funds for Sections B and C to Section A. This would allow the Greenway to likely extend to Timberlane Dr., and allow for additional coordination with ongoing October 2015 flood mitigation efforts.

Smith/Rocky Branch Greenway Sections A, B, and C

Smith Rocky Branch Greenway Sections A, B, and C are currently in the design phase and public meetings have recently been conducted on February 13, 2019 and February 21, 2019. The project scope is a greenway with trails and boardwalks that will border Smith Creek and Rocky Branch. Section A is 4,400' and would run from the Three Rivers Greenway to Clement Rd. along Smith Creek, and has a Referendum allocation of \$431,183. Section B is 4,700' and would run from Clement Rd. to Colonial Dr. along Smith Creek, and Section C is 1.70 miles and would run from Granby Park to Gervais St. along Rocky Branch. The allocated costs for Sections B and C is \$1,415,316 and \$901,122, respectively.

In the recent weeks, the City of Columbia has coordinated with a developer who has committed to constructing a portion of section C from Olympia Avenue towards the Congaree River terminating at a utility substation approximately 1,500' from the Congaree River.

As a result of the comments received from the public meeting and coordination with project stakeholders and greenway planners with previous knowledge of the projects, as well as safety considerations, project impacts, and available funding, the PDT recommends reallocating the funds from Section A and B to Section C such that the greenway constructed by the developer could be continued to the Congaree River and connect with the existing Granby Park greenway.

Crane Creek Greenway Sections A, B, and C

Crane Creek Greenway Section Sections A, B, and C are currently in the design phase and a public meeting was recently conducted on January 15, 2019. Section A is about 2.10 miles and would run from Monticello Rd. along Crane Creek to the Three Rivers Greenway terminus at the City of Columbia canal headworks along the Broad River. Section A has a Referendum allocation of \$1,541,816. Section B would extend about 4,000' from the Three Rivers Greenway along the Broad River and following a City of Columbia easement to a point near the intersection of Mountain Dr./Clement Road/Duke Road. Section B has a referendum amount of \$460,315. Section C was presented as a greenway extending from the CIU campus southward along a utility easement approximately 2 miles to a point near I-20. Section C has a referendum amount of \$793,908.

At the January 15, 2019 public meeting 39 citizens attended. Of the 35 comments received, over half favored Section B. The PDT recommends further design studies on Greenway Section B and reallocating funds from Section A and C to Section B to allow for completion of the this section of the greenway which would provide connectivity to the existing Three Rivers Greenway from the neighborhoods along Clement and Duke Roads.

Polo/Windsor Lake Greenway

The Polo/Windsor Lake Greenway is a proposed greenway and trail approximately 4,000' in length. This project would begin at Windsor Lake Blvd. north of I-77 and follow the general alignment along the I-77 and I-20 interchange to the intersection of Alpine Rd. and Polo Rd. The benefit of the project is that when completed, users can access Alpine Rd. and Polo Rd. sidewalk projects linking locations such as Cardinal Newman School, Sesquicentennial State Park, and Two Notch Rd. With the mix of residential, commercial, and recreational facilities in close proximity to the greenway, this project would have a positive impact for the community. It will also provide a safe route to sidewalks that will be used for neighborhoods and roads located by both termini. The PDT recommends moving to design phase with this project. Furthermore, because the allocated amount of \$385,545 is likely not enough to complete this greenway completely, the PDT recommends reallocating funds from the Dutchman Blvd. greenway to this project.

Dutchman Blvd. Connector Greenway

The Dutchman Blvd. Connector is a proposed 2,000' greenway and trail from Broad River Road along Dutchman Blvd. to a point along Lake Murray Blvd. It has a Referendum allocation of \$105,196. The proposed route is in a commercial/industrial area and most businesses in this area are engaged in activities such as warehousing, wholesale, light manufacturing, and distribution. Dutchman Blvd. terminus is a cul-de-sac, where the proposed greenway would continue through the adjacent parcels to Lake Murray Blvd. Since the 2012 referendum, these parcels have now

been developed. The PDT recommends that the County does not move forward with this project, and reallocates the funds to the Polo/Windsor Lake project.

Woodbury/Old Leesburg Greenway

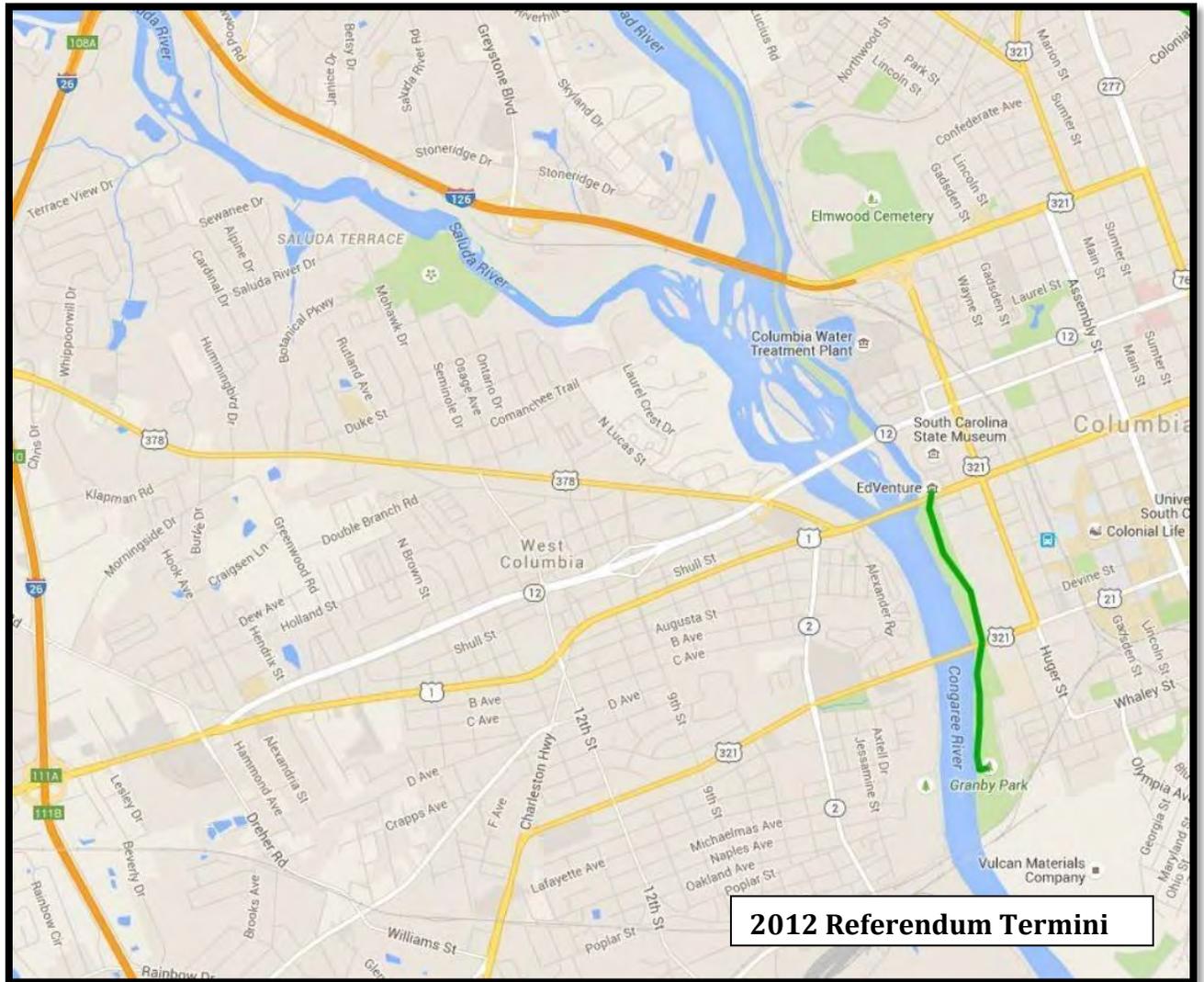
The Woodbury/Old Leesburg Greenway is a proposed to be a 1,000' greenway and trail. It is proposed to connect Old Leesburg to Woodbury Rd. as a way to avoid using the Trotter Rd. /Leesburg Rd. Intersection and has a referendum allocation of \$116,217. Aerial photographs and site visits do show a pathway where people have used this proposed route, most likely for off-road vehicles and foot traffic, but it is not an official thoroughfare. One terminus, proposed at Woodbury Rd., sits at the far corner of a single-family residential neighborhood, and would have the greenway go between two residences. The other proposed terminus is at a small crossroads intersection. Currently, the Old Leesburg terminus has few small commercial buildings including a bar/grill, a barber shop, and a small trailer park. As this area has little new development, there does not appear to be enough demand, current or future, to warrant a greenway. The PDT recommends that the County does not move forward with this project, and reallocates the allocated funds to the Lower Richland Boulevard Widening which includes a Shared Use Path. During final design of the Lower Richland Boulevard Widening, the PDT further recommends that consideration be given extending the Shared Use path where feasible and coordinating with the Richland County Sports complex for potential locations of the path.

Columbia Mall Greenway

The Columbia Mall Greenway would begin on Trenholm Rd., near Dent Middle School, and would travel behind Dent Middle School crossing Decker Boulevard and following Jackson Creek to a point near Two Notch Road for a distance of 1.2 miles. This project includes areas with very high vehicle and commercial use, and connects two residential neighborhoods at each terminus. As it crosses Decker Blvd. and O'neil Court, safe pedestrian crossing would be an expensive addition to the greenway's overall cost. The PDT recommends further coordination with RCSD2 be conducted specifically regarding construction of the greenway on school property located at Jackson Creek Elementary. Based on available funding, it appears a viable greenway could be constructed on school property with a connection to the school such that it could both be used by the community and also by the school.

Recommendation Summary

Priority Rank	Project Name	2012 Referendum Cost	Recommendation/Status
1	Three Rivers Greenway Extension	\$7,902,242	In Construction
2	Lincoln Tunnel	\$892,739	Complete
3	Gills Creek Section A	\$2,246,160	Extend design to Timberlane; Reallocate funds from Gills Creek Section B and C
4	Smith/Rocky Branch Section C	\$901,122	Design from Olympia Park to Granby Park greenway; Reallocate funds from Sections A and B
5	Gills Creek Section B	\$2,785,897	Do not build; Reallocate funds to Gills Creek Section A
6	Smith/Rocky Branch Section B	\$1,415,316	Do not build; Reallocate funds to Smith/Rocky Branch Section C
7	Smith/Rocky Branch Section A	\$431,183	Do not build; Reallocate funds to Smith/Rocky Branch Section C
8	Gills Creek Section C	\$344,667	Do not build; Reallocate funds to Gills Creek Section A
9	Crane Creek Section A	\$1,541,816	Do not build; Reallocate funds to Crane Creek Section B
10	Crane Creek Section B	\$460,315	Continue Design and Construct
11	Columbia Mall Greenway	\$648,456	Coordinate design at Jackson Creek Elem. with Richland County School District.
12	Polo/Windsor Lake Connector	\$385,545	Continue Design and Construct
13	Woodbury/Old Leesburg Connector	\$116,217	Do not build
14	Crane Creek Section C	\$793,908	Do not build; Reallocate funds to Crane Creek Section B
15	Dutchman Blvd. Connector	\$105,196	Do not build; Reallocate funds to Polo/Windsor Rd. greenway



Project Name: Three Rivers Greenway Extension

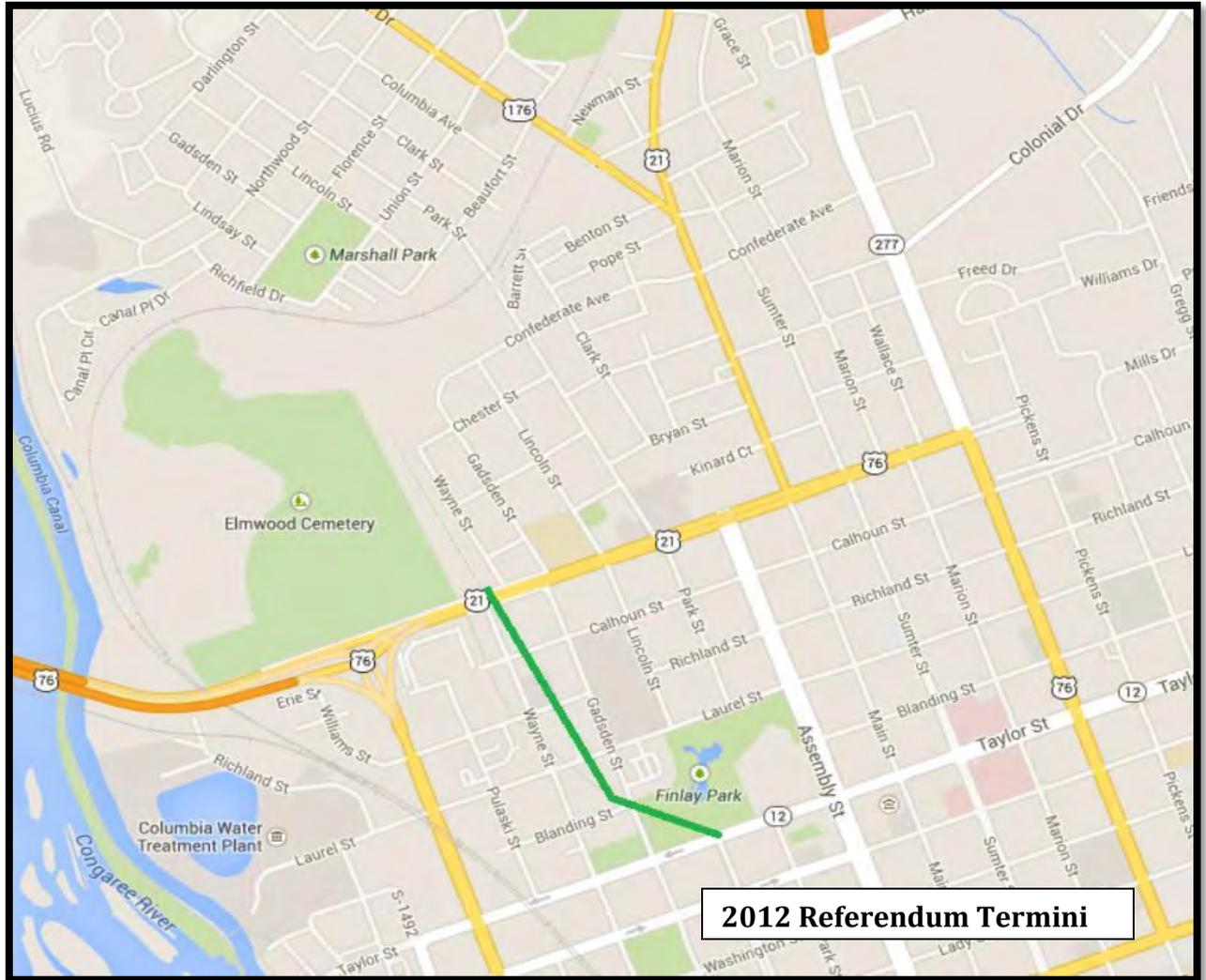
Council District: 5

Length: 3.2 Miles

Description: Beginning on the Richland County side of the Saluda River near the I-26/I-126 interchange, extending east along the Saluda River past River Banks Zoo to the Saluda and Broad River junction.

Beginning Location: I-26/ I-126 Interchange

End Location: Saluda River/ Broad River Junction



Project Name: Lincoln Tunnel Greenway

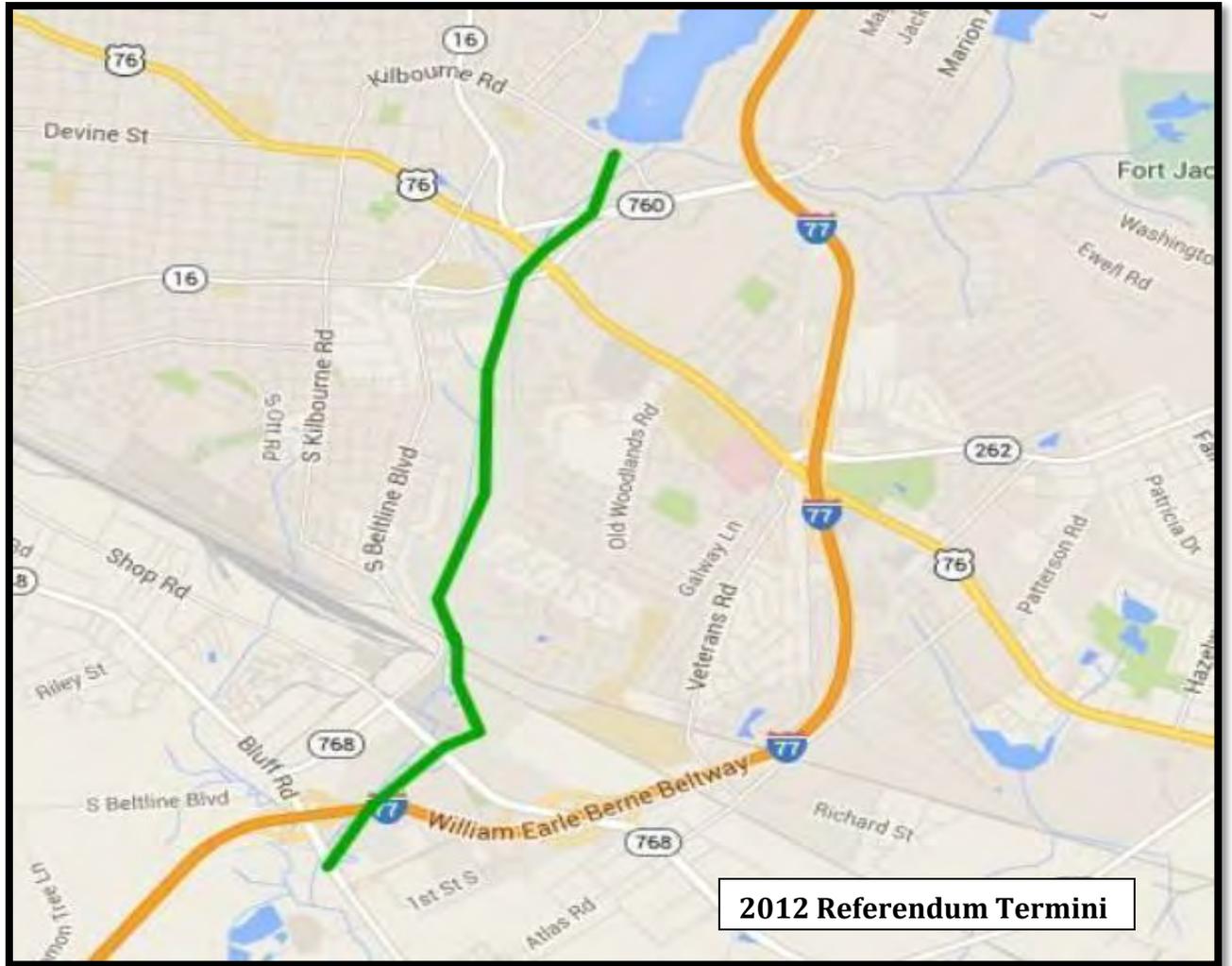
Council District: 4, 5

Length: 3,100 feet

Description: Abandoned rail tunnel linking Finley Park to Elmwood Ave. consisting of 14' trails, lights, and benches.

Beginning Location: Elmwood Avenue

End Location: Finley Park at Intersection of Taylor St. and Lincoln St.



Project Name: Gills Creek Section A

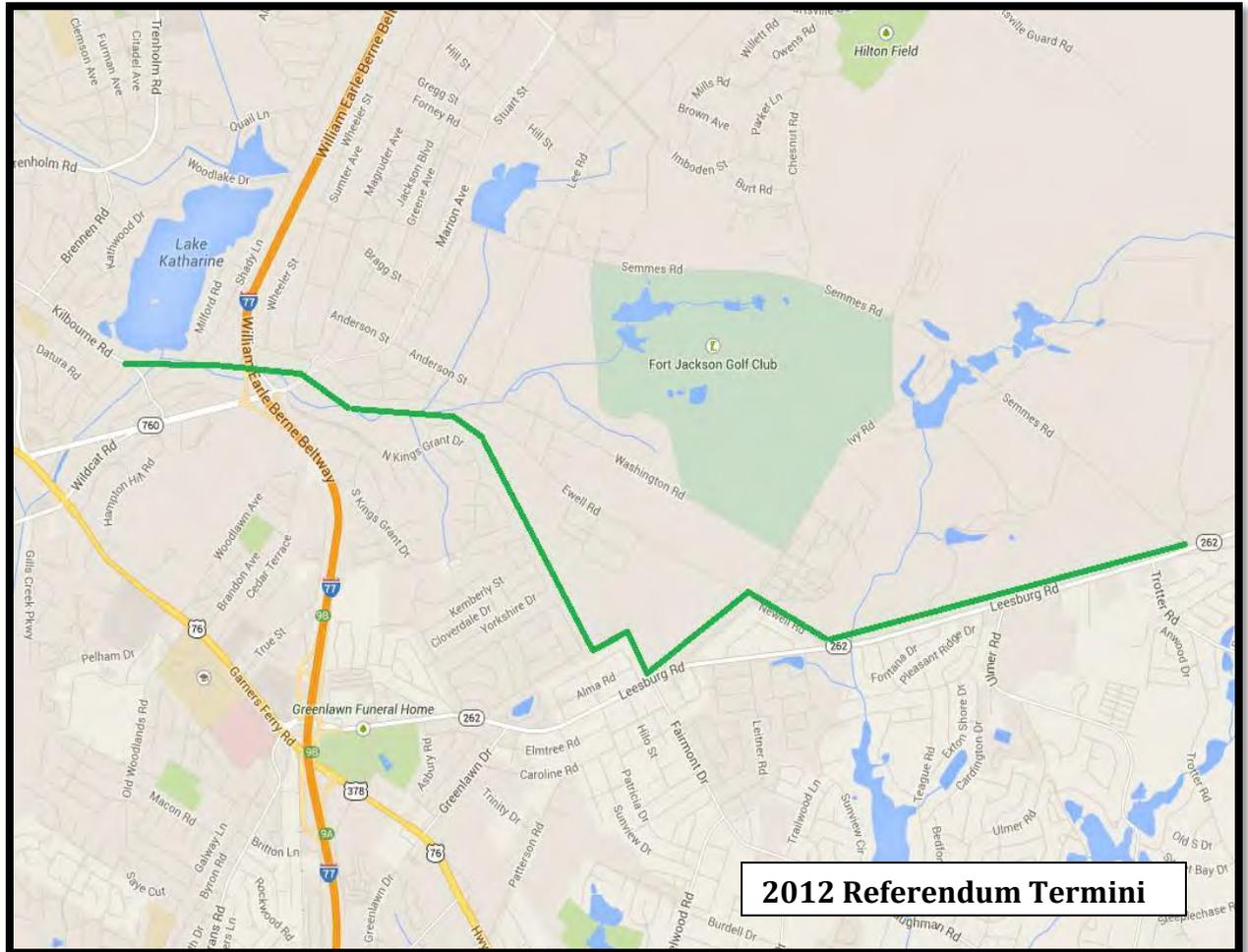
Council District: 6, 10

Length: 4,400 feet

Description: Trail beginning at Ft. Jackson Blvd, along Gills Creek to Mikell Lane

Beginning Location: Intersection of Burwell Rd. and Kilbourne Rd. South of Lake Katherine.

End Location: Bluff Rd. South of I-77.



Project Name: Gills Creek Section B

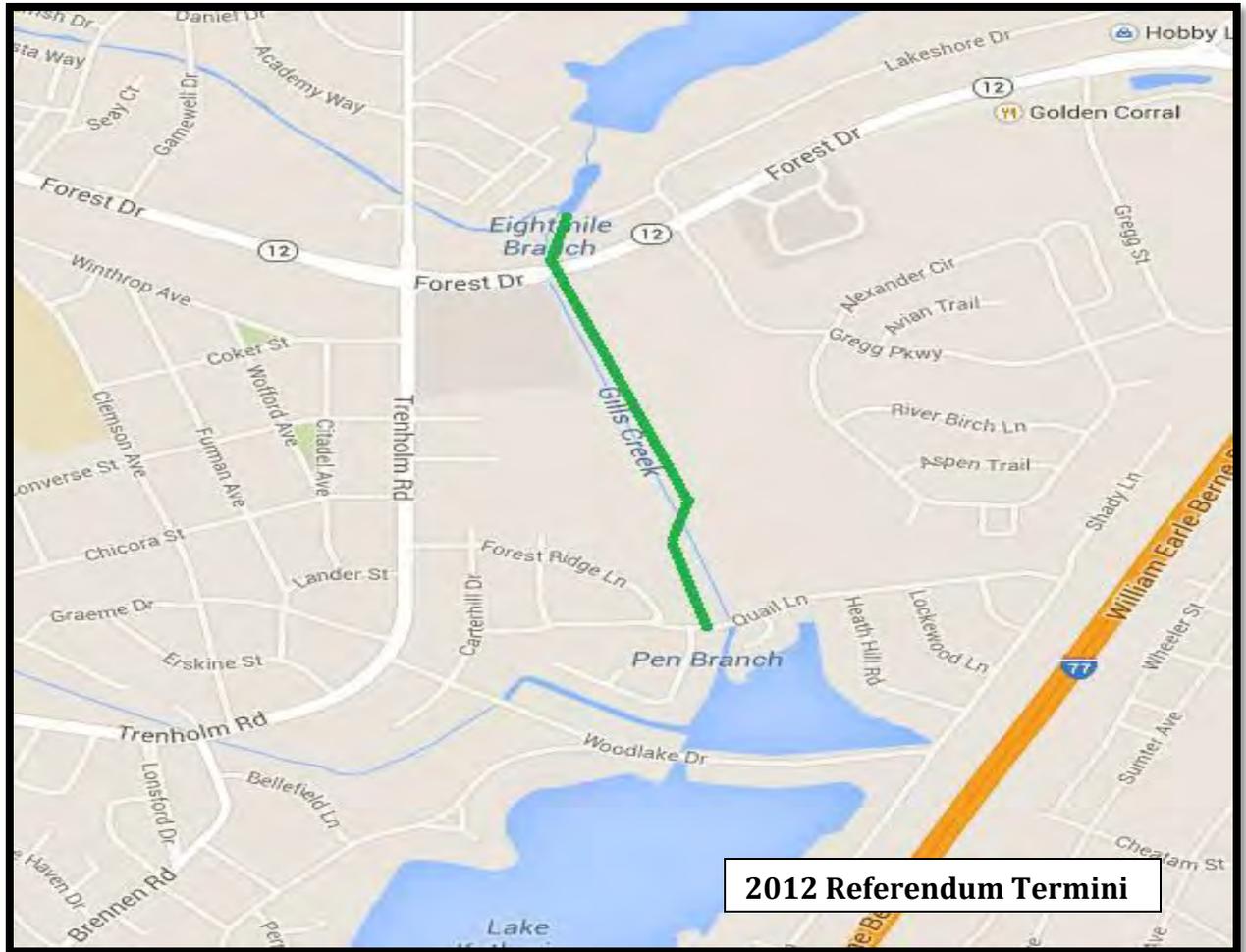
Council District: 6, 10, 11

Length: 5.38 Miles

Description: Trail beginning at Wildcat creek, along Gills Creek to Leesburg Rd.

Beginning Location: Burwell Ln. South of Lake Katherine.

End Location: Intersection of Semmes Rd. and Leesburg Rd.



Project Name: Gills Creek North Section C

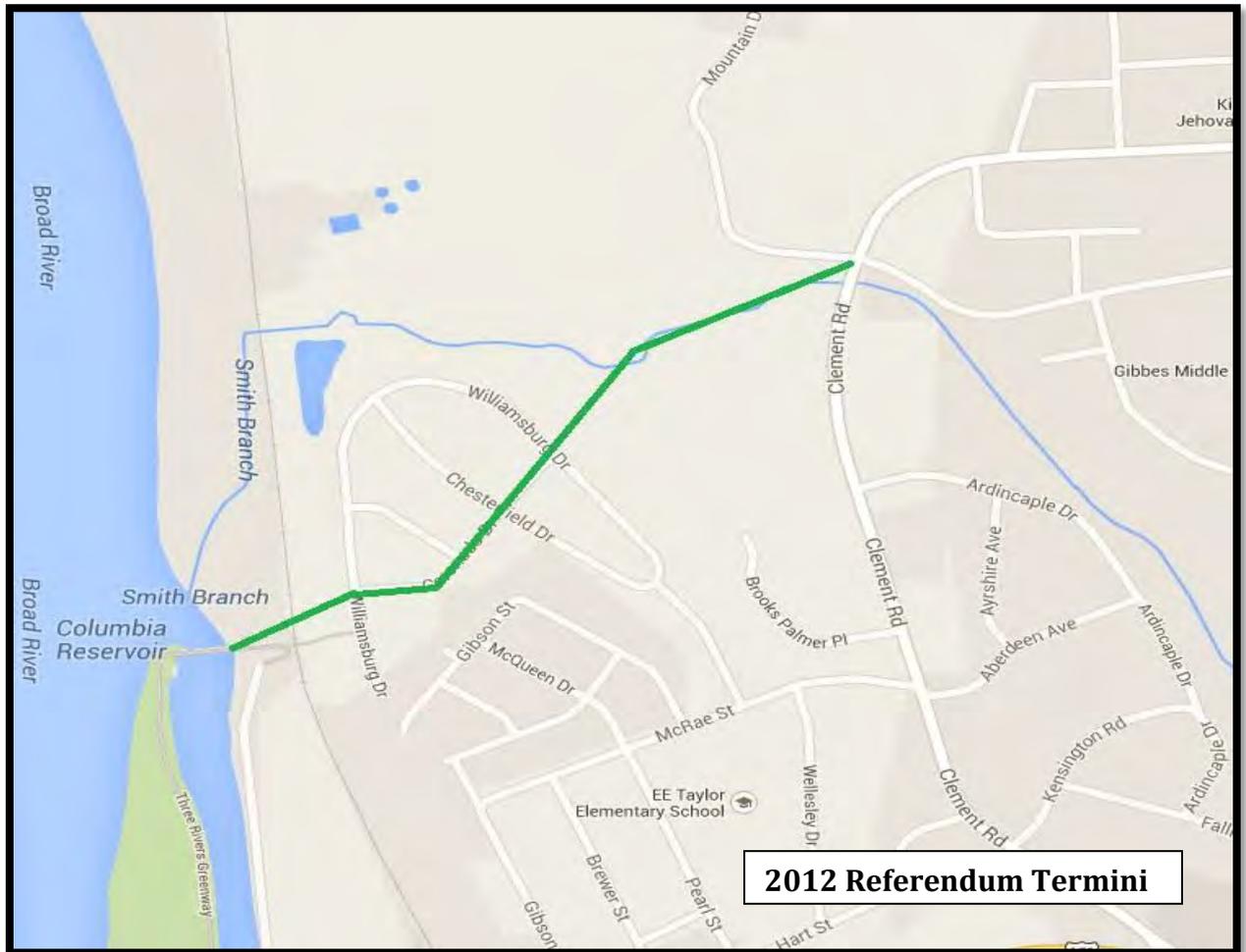
Council District: 6, 11

Length: 3,000 feet

Description: From just North of Forest Drive Trenholm Rd., along Gills Creek to Quail Dr.

Beginning Location: Intersection of Quail Ln. and Portobello Rd.

End Location: End of Shopping Center Rd.



Project Name: Smith/Rocky Branch Section A

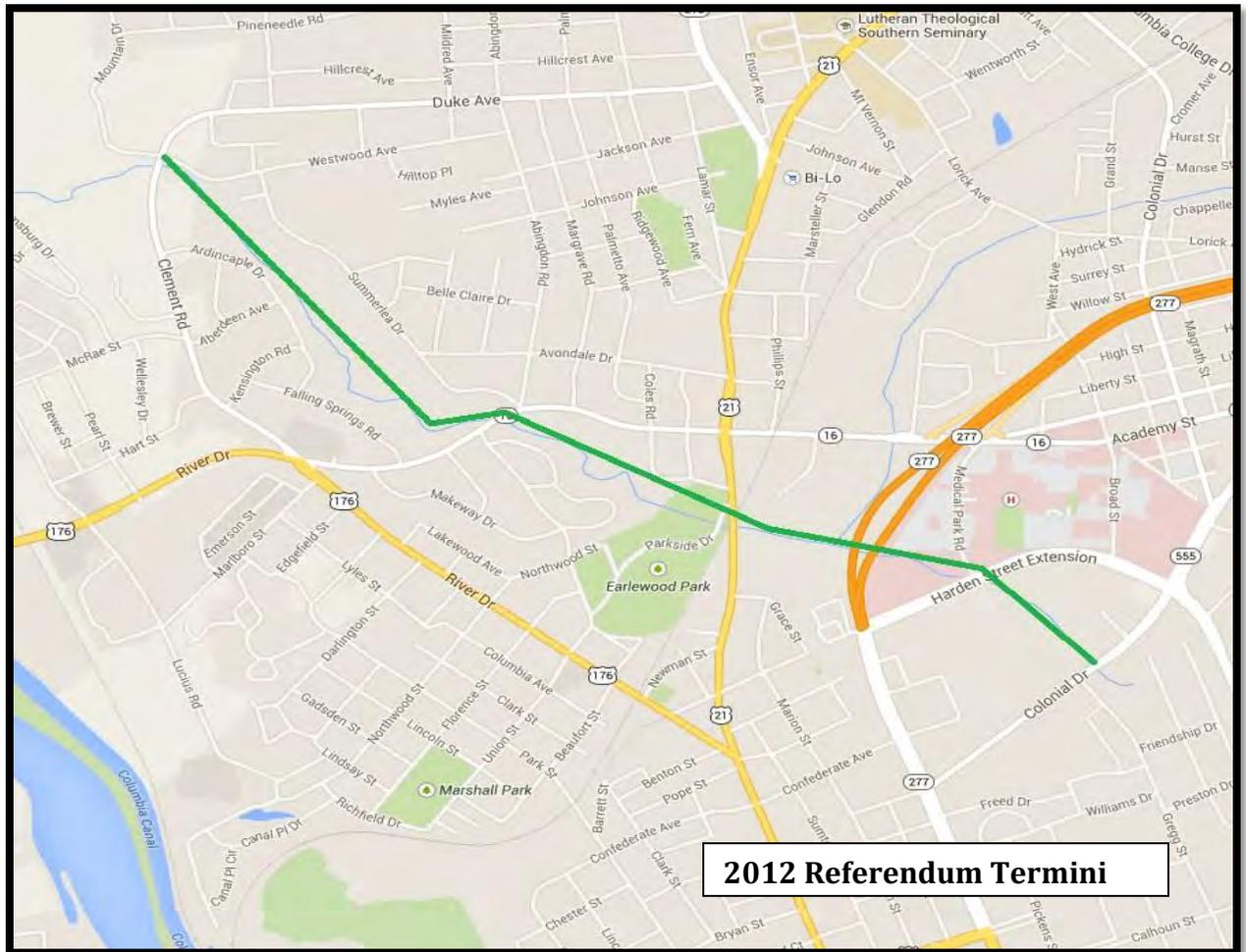
Council District: 4

Length: 4,400 feet

Description: Beginning at Northern Three Rivers Greenway, along Smith Creek to Clement Rd.

Beginning Location: North Three Rivers Greenway.

End Location: Intersection of Clement Rd. and Westwood Ave.



2012 Referendum Termini

Project Name: Smith/ Rocky Branch B

Council District: 4

Length: 4,700 feet

Description: Trail beginning at Clement Rd., along Smith Creek to Colonial Dr.

Beginning Location: Intersection of Clement Rd. and Westwood Ave.

End Location: Intersection of Colonial Dr. and Gregg St.



Project Name: Smith/ Rocky Branch Section C

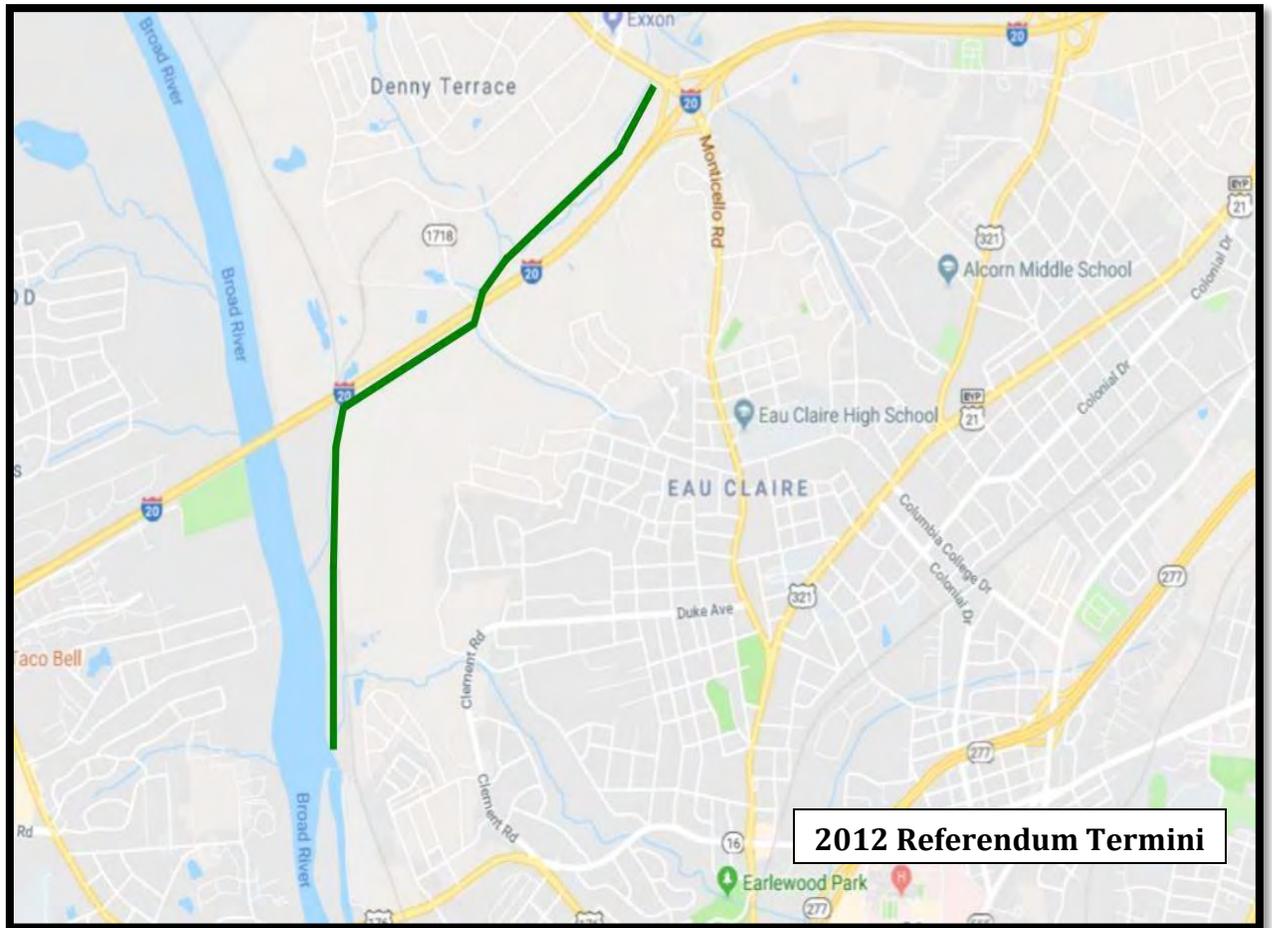
Council District: 4

Length: 1.7 Miles

Description: Trail beginning at Granby Park, along Rocky Branch to Gervais St.

Beginning Location: Olympia Park.

End Location: Granby Park



Project Name: Crane Creek Section A

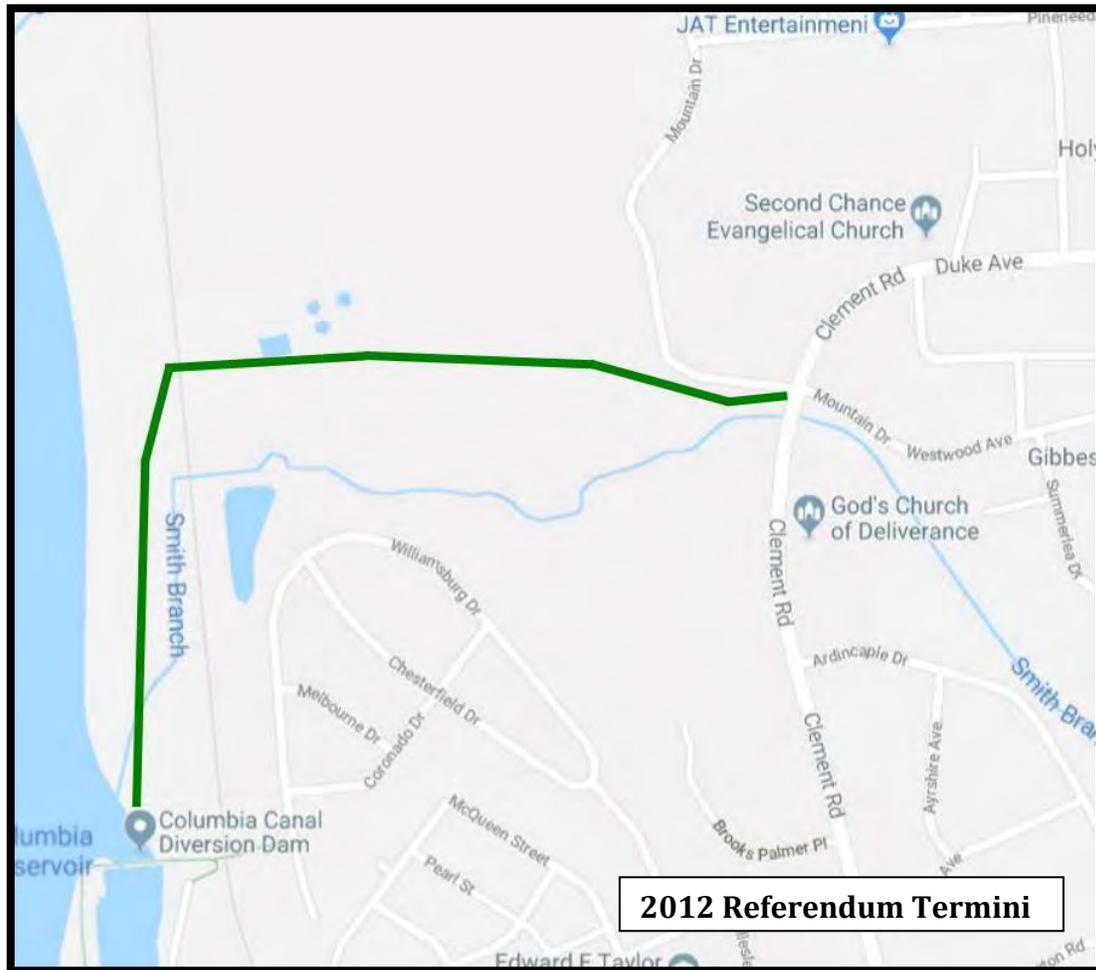
Council District: 4

Length: 2.10 Miles

Description: Trail beginning from Monticello Rd. along Crane Creek to the Three Rivers Greenway terminus at the City of Columbia canal headworks along the Broad River.

Beginning Location: Monticello Rd. North of I-20.

End Location: Broad River South of I-20.



Project Name: Crane Creek Section B

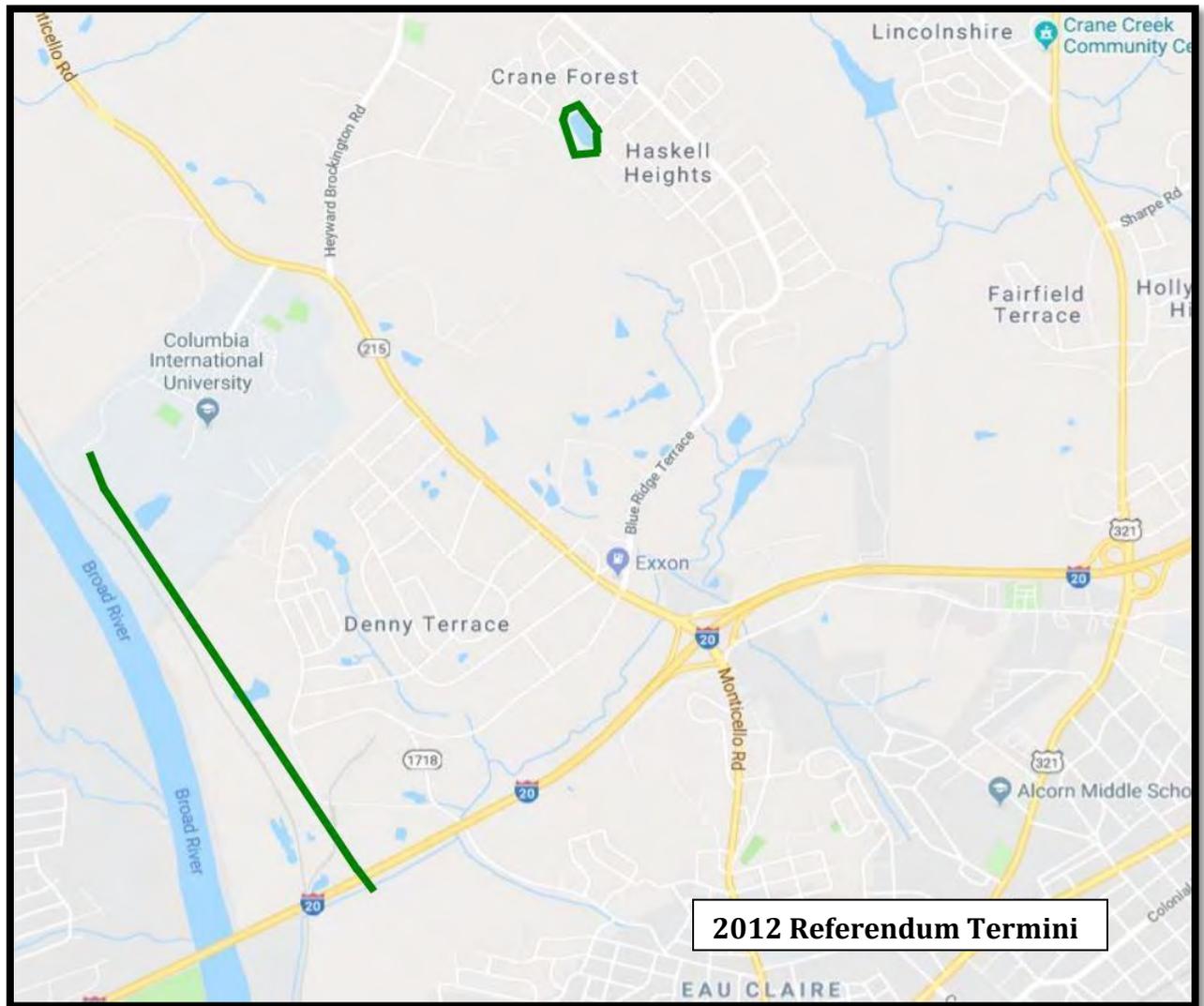
Council District: 4

Length: 4,000 feet

Description: Beginning from the Three Rivers Greenway, along the Broad River to a point near the intersection of Mountain Dr./Clement Rd./Duke Rd.

Beginning Location: Crane Creek Section A, near Brickyard Rd.

End Location: Westwood Ave. and Duke Ave.



Project Name: Crane Creek Section C

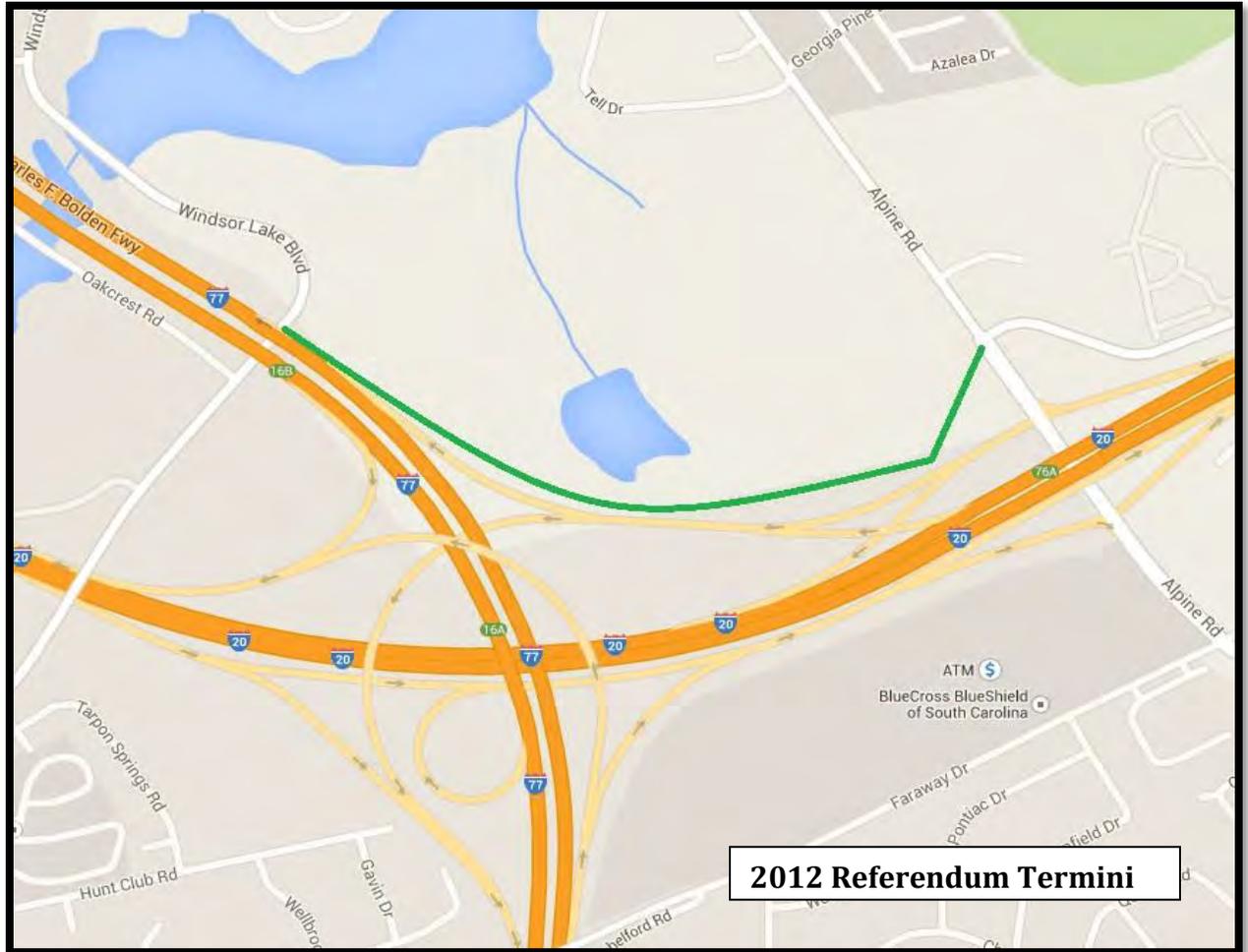
Council District: 4, 7

Length: 1.53 Miles

Description Trail beginning at the CIU campus, southward along a utility easement approximately two miles to a point near I-20.

Beginning Location: Intersection of Peachwood Dr. and Widgean Dr.

End Location: North East of Sunbelt Blvd.



Project Name: Polo Rd/Windsor Lake Connector

Council District: 8

Length: 4,000 feet

Description: Trail beginning at Windsor Lake Blvd., north of I-77 along the I-77 and I-20 interchange to the intersection of Alpine Rd. and Polo Rd.

Start point: Windsor Lake Blvd north of I-77

End point: Intersection of Alpine Rd. and Polo Rd.



Project Name: Dutchman Blvd. Connector

Council District: 2

Length: 2,000 feet

Description: Trail beginning at Broad River Road along Dutchman Blvd. to a point along Lake Murray Blvd.

Beginning Location: End of Dutchman Blvd.

Ending Location: Lake Murray Blvd. between Parkridge Dr. and Kinley Rd.



Project Name: Woodbury/ Old Leesburg Connector

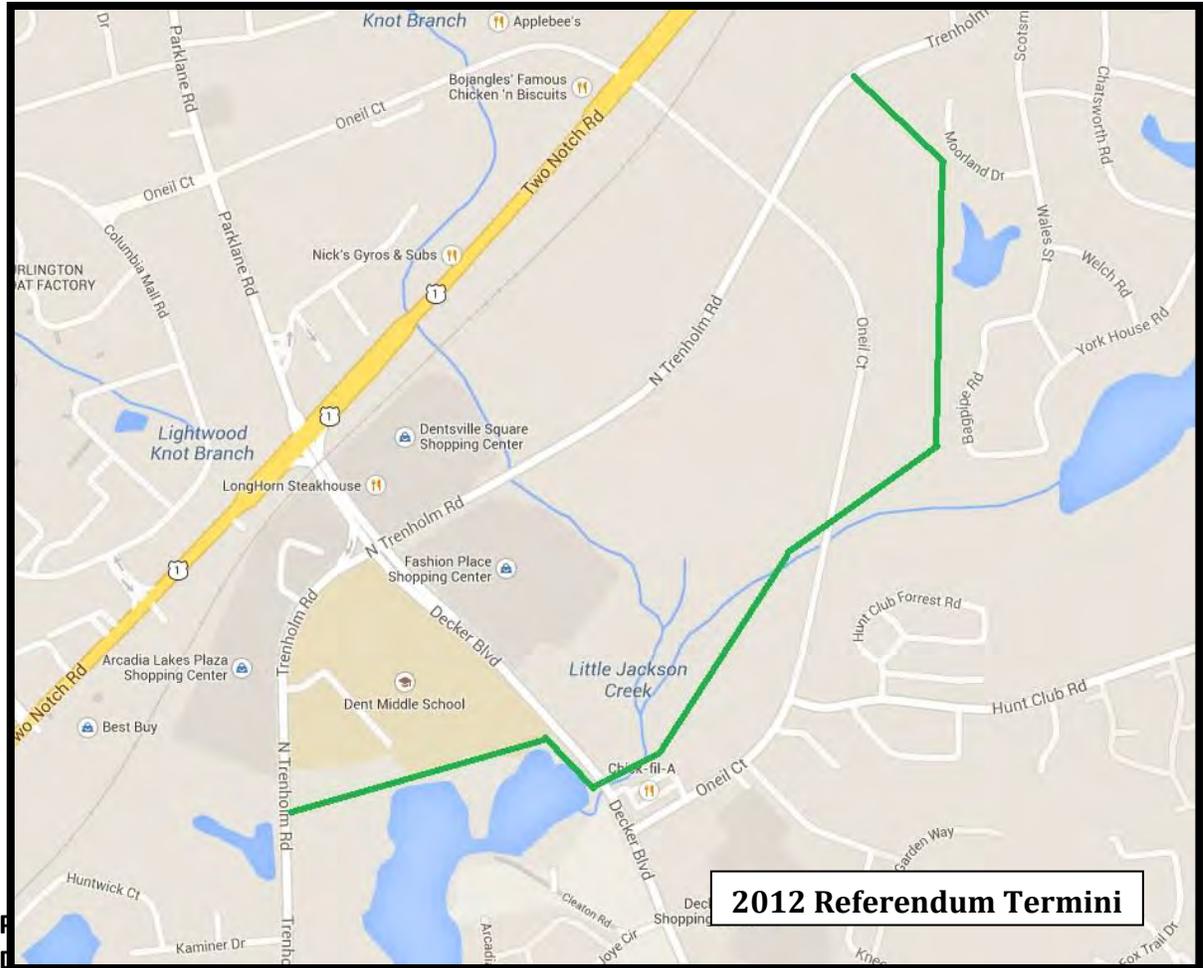
Council District: 11

Length: 1,000 feet

Description: Trail beginning at the end of Woodbury Dr., northeast towards Old Leesburg Rd., and west of Lester Farm Rd.

Beginning Location: Woodbury Dr.

End Location: Old Leesburg Rd East of Lee Hills Dr.



Length: 1.2 Miles

Description: Trail beginning on Trenholm Rd, near Dent Middle School, behind Dent Middle School crossing Decker Blvd.

Beginning Location: Trenholm Rd. North of Oneil Ct.

End Location: Trenholm Rd. South of Dent Middle School.



**2020 Hampton Street • Room 3063A
Columbia, SC 29204
(803) 576-2083**

To: Members of Richland County Council
From: Richland County Conservation Commission (RCCC) Executive Committee
Date: July 12, 2019
Re: Support for 2012 Referendum Greenway Category Status and Recommendation Memorandum dated March 15, 2019 (Attachment 1)

The RCCC unanimously approved a recommended Policy for Reprogramming Greenway Funds (Attachment 2) at the April 15, 2019 meeting. The RCCC Executive Committee believes the attached Memorandum from the Penny Development Team (PDT) dated March 15, 2019 which provides implementation recommendations is compliant with the intent and terms of our proposed policy. Based on this the RCCC Executive Committee supports the adoption of the recommendations outlined in the Memorandum from the PDT.



2020 Hampton Street • Room 3063A
Columbia, SC 29204
(803) 576-2083

To: Members of Richland County Council
From: Richland County Conservation Commission (RCCC)
Date: April 16, 2019
Re: A Proposed Policy to Reprogram Greenway Funds

Several members of the Ad Hoc Transportation Committee have suggested the need for a policy to amend the Transportation Penny Greenway 2012 Referendum funding levels due to changed conditions. The following is a proposed policy to structure reprogramming decisions that was approved by the RCCC at its meeting on April 15, 2019.

Richland County Council may consider reprogramming Transportation Penny Greenway Funds after adequate opportunity for public input has been completed. Upon recommendation of the Ad Hoc Transportation Committee, Council may approve reprogramming funds from one greenway project to another referendum-approved project as follows:

- 1. The original planned use of the funds is no longer feasible due to inadequate resources, lack of public support, or other conditions limiting completion, and*
- 2. The referendum-approved project to be funded is consistent with the goals of the original project, and*
- 3. The referendum-approved project's completion is furthered by the transferred funds.*



TRANSPORTATION PROGRAM

September 18, 2019

Mr. Michael Niermeier
Director of Transportation
Richland County Government
P.O. Box 192
Columbia, South Carolina 29202

Re: Greene Street Phase 2 Improvements
PDT-321-IFB-2020

Dear Mr. Niermeier:

A bid opening was held at 2:00 PM on Wednesday, September 18, 2019 at the Richland County Office of Procurement at 2020 Hampton Street for the Greene Street Phase 2 Improvements Project. The Richland Program Development Team has reviewed the four (4) submitted bids for Greene Street Phase 2 Improvements which were submitted via Bid Express and found no discrepancies. The bids received were as follows.

GREENE STREET PHASE 2 IMPROVEMENTS - BID RESULTS SUMMARY	
BIDDER	SUBMITTED BID
Crowder Construction Company	\$16,046,190.35
Kiewit Infrastructure South Co.	\$19,375,741.84
Cherokee, Incorporated	\$19,845,885.75
McClam & Associates, Inc.	\$21,144,256.59

Further review shows that the Crowder Construction Company is duly licensed in South Carolina to perform this work. A copy of their license is attached.

A Mandatory Pre-Bid Conference was held at 2:00 PM on August 19, 2019 during which attendees gained information and bidding directives for the project. Sign-In Sheets for the Pre-Bid Meeting are attached indicating interested firms that were in attendance.

Attached is a final bid tab sheet for your reference which indicates Crowder Construction Company's bid to be 13.1% below the Engineer's Estimate of \$18,458,768.21 for the project. A review of the low bid also shows a commitment of 8.1% utilization of Small Local Business Enterprise (SLBE) companies which equals the goal for this project.

Richland PDT recommends that a contract be awarded to the lowest responsive and responsible bidder, Crowder Construction Company to include a 10% construction contingency of \$1,604,619.04. It is further recommended that the approval of the award also include an 8% utility contingency of \$1,283,695.23. A pre-construction conference will be scheduled upon notification that Council has approved the contract.

Sincerely,



Dale Collier
Procurement Manager
Richland PDT, A Joint Venture

Cc: Dr. John Thompson, Richland County Assistant County Administrator
Jennifer Wladischkin, Richland County Procurement Manager
Erica Wade, Richland County OSBO Manager
Taylor Neely, Richland PDT

ATTACHMENTS:

Certified Bid Tab
Bid Form – Crowder Construction Company
Bid Comparison to Engineering Estimate
Pre-Bid Sign In Sheets
Crowder Construction Company License Confirmation
Crowder Construction SLBE Participation Sheets



Greene Street Improvements Phase 2
BID TABULATION SHEET
PROJECT NUMBER: PDT-321-IFB-2019
September, 18 2019 - 2:00 PM

Bidder	Total Bid
Kiewit Infrastructure South Co	\$ 191,375,741.84
Crowder Construction Company	\$ 16,046,190.35
McClam + Associates, INC.	\$ 21,144,256.59
Chevokee, inc.	\$ 19,845,885.75
CERTIFIED BY:	

BIDDER INFORMATION

COMPANY NAME *

Crowder Construction Company

COMPANY PHONE NUMBER *

(704) 332-8184

COMPANY ADDRESS *

PO Box 30007, Charlotte, NC 28230

EMAIL ADDRESS *

cboyd@crowderusa.com

CONTRACTOR LICENSE NUMBER *

G13322

SC SALES TAX NUMBER *

098805154

**FEDERAL TAX ID
NUMBER ***

56-0588260

AUTHORIZED AGENT NAME *

Capitol Corporate Services Inc.

AUTHORIZED AGENT TITLE *

Registered Agent

BID FORM

\$6,472,781.61

Item #	Description	Units	Quantity	Unit Price	Extension
1031010	MOBILIZATION	EA	1.0000	\$300,000.00	\$300,000.00
1032010	BONDS AND INSURANCE	LS	1.0000	\$15,259.69	\$15,259.69
1050800	CONSTRUCTION STAKES, LINES & GRADES	EA	1.0000	\$107,960.00	\$107,960.00
1052100	UTILITY COORDINATION	LS	1.0000	\$37,629.49	\$37,629.49
1071000	TRAFFIC CONTROL	LS	1.0000	\$161,563.82	\$161,563.82
1075001	MONITORING OF CONSTRUCTION-RELATED EARTHBORNE VIBRATIONS	LS	1.0000	\$38,500.00	\$38,500.00
1080300	CPM PROGRESS SCHEDULE	LS	1.0000	\$9,735.07	\$9,735.07
1090200	AS-BUILT CONSTRUCTION PLANS	LS	1.0000	\$6,490.04	\$6,490.04
2012000	CLEARING & GRUBBING WITHIN ROADWAY	LS	1.0000	\$50,000.00	\$50,000.00
2021005	REMOVAL & DISPOSAL OF EXISTING CATCH BASIN	EA	5.0000	\$1,200.00	\$6,000.00
2021015	REMOVAL & DISPOSAL OF EXISTING MANHOLE	EA	2.0000	\$1,200.00	\$2,400.00
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	SY	2,258.0000	\$10.00	\$22,580.00
2024100	REMOVAL & DISPOSAL OF EXISTING CURB	LF	2,055.0000	\$10.00	\$20,550.00
2025000	REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	SY	5,720.0000	\$10.00	\$57,200.00
2031000	UNCLASSIFIED EXCAVATION	CY	1,068.0000	\$7.00	\$7,476.00
2033000	BORROW EXCAVATION	CY	22,293.0000	\$14.75	\$328,821.75
2081001	FINE GRADING	SY	8,196.0000	\$5.00	\$40,980.00
2103000	FLOWABLE FILL	CY	151.5430	\$255.82	\$38,767.73
3050108	GRADED AGGREGATE BASE COURSE (8" UNIFORM)	SY	6,495.0000	\$20.00	\$129,900.00
3069900	MAINTENANCE STONE	TON	12.0000	\$54.35	\$652.20
3100310	HOT MIX ASPHALT BASE COURSE - TYPE A	TON	540.0000	\$81.10	\$43,794.00
4010005	PRIME COAT	GAL	1,754.0000	\$3.50	\$6,139.00

Item #	Description	Units	Quantity	Unit Price	Extension
4011004	LIQUID ASPHALT BINDER PG64-22	TON	234.0000	\$505.00	\$118,170.00
4013990	MILLING EXISTING ASPHALT PAVEMENT (VARIABLE)	SY	11,070.0000	\$3.00	\$33,210.00
4020320	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	TON	176.0000	\$81.10	\$14,273.60

Item #	Description	Units	Quantity	Unit Price	Extension
4020330	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C	TON	1,559.0000	\$81.10	\$126,434.90
4030320	HOT MIX ASPHALT SURFACE COURSE TYPE B	TON	1,134.0000	\$81.10	\$91,967.40
4030340	HOT MIX ASPHALT SURFACE COURSE TYPE C	TON	1,118.0000	\$81.10	\$90,669.80
5029000	PORTLAND CEMENT CONCRETE (SPECIAL USE)	CY	50.0000	\$55.28	\$2,764.00
6051120	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	SF	368.0000	\$6.94	\$2,553.92
6250005	4" WHITE BROKEN LINES -(GAPS EXCLUDED)-FAST DRY PAINT	LF	1,350.0000	\$1.04	\$1,404.00
6250007	6" WHITE BROKEN LINES -(GAPS EXCLUDED)-FAST DRY PAINT	LF	132.0000	\$2.07	\$273.24
6250010	4" WHITE SOLID LINES (PVT. EDGE LINES)-FAST DRY PAINT	LF	1,244.0000	\$0.50	\$622.00
6250012	6" WHITE SOLID LINES (PVT. EDGE LINES)-FAST DRY PAINT	LF	2,409.0000	\$1.04	\$2,505.36
6250015	8" WHITE SOLID LINES (CROSSWALK&CHANNELIZATION)-FAST DRY PAINT	LF	227.0000	\$6.79	\$1,541.33
6250025	24" WHITE SOLID LINES (STOP/DIAGONAL LINES)-FAST DRY PAINT	LF	760.0000	\$4.31	\$3,275.60
6250110	4"YELLOW SOLID LINE(PVT.EDGE&NO PASSING ZONE)-FAST DRY PAINT	LF	7,083.0000	\$0.35	\$2,479.05
6271005	4" WHITE BROKEN LINES(GAPS EXCL.)THERMOPLASTIC-90 MIL.	LF	1,350.0000	\$0.95	\$1,282.50
6271007	6" WHITE BROKEN LINES(GAPS EXCL.)THERMOPLASTIC-90 MIL.	LF	132.0000	\$1.47	\$194.04
6271010	4" WHITE SOLID LINES (PVT. EDGE LINES) THERMO.- 90 MIL.	LF	1,061.0000	\$1.18	\$1,251.98

Item #	Description	Units	Quantity	Unit Price	Extension
6271012	6" WHITE SOLID LINES (PVT. EDGE LINES) THERMO.- 90 MIL.	LF	2,409.0000	\$2.24	\$5,396.16
6271015	8" WHITE SOLID LINES (PVT. EDGE LINES) THERMO.- 90 MIL.	LF	227.0000	\$1.30	\$295.10
6271025	24" WHITE SOLID LINES (STOP/DIAG LINES)-THERMO.-125 MIL	LF	760.0000	\$9.42	\$7,159.20
6271030	WHITE SINGLE ARROWS (LT, STRGHT, RT) THERMO.-125 MIL.	EA	21.0000	\$160.03	\$3,360.63
6271035	WHITE WORD MESSAGE "ONLY" -THERMOPLASTIC - 125 MIL.	EA	12.0000	\$133.38	\$1,600.56
6271040	WHITE COMBINATION ARROWS(STR&RT.OR STR<)THERMO-125MIL	EA	4.0000	\$251.67	\$1,006.68
6271074	4" YELLOW SOLID LINES(PVT.EDGE LINES) THERMO-90 MIL.	LF	7,083.0000	\$0.84	\$5,949.72
6280055	BIKE LANE SYMBOL -PREFORMED THERMO - 90MIL	EA	10.0000	\$326.43	\$3,264.30
6280056	BIKE LANE ARROW - PREFORMED THERMO - 90MIL	EA	10.0000	\$165.80	\$1,658.00
6280057	SHARROW W/ARROW - PREFORMED THERMO - 90MIL	EA	4.0000	\$310.88	\$1,243.52

Item #	Description	Units	Quantity	Unit Price	Extension
6300005	PERMANENT CLEAR PAVEMENT MARKERS- MONO-DIR.- 4"X4"	EA	70.0000	\$5.65	\$395.50
6301100	PERMANENT YELLOW PAVEMENT MARKERS BI-DIR.- 4"X4"	EA	147.0000	\$7.77	\$1,142.19
6351155	PREF.FLEX.RETRO.PVMT.MARK(T-1)PERM.(60MIL)6"WH.SOLID	LF	470.0000	\$6.22	\$2,923.40
6351300	PREF.FLEX.RETRO.PVMT.MARK(T-1)PERM.(60MIL)24"WH.SOL	LF	1,176.0000	\$12.62	\$14,841.12
6510105	FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	SF	136.1600	\$16.66	\$2,268.43
6510108	FLAT SHEET, TYPE XI, SIZE DETERMINED BY MSG, OVERHEAD	SF	24.0000	\$35.19	\$844.56
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	LF	180.0000	\$9.52	\$1,713.60
6531215	U-SECTION POST FOR SIGN BRACING - 2P	LF	37.3300	\$9.52	\$355.38
6584690	BARRICADE- PERMANENT WITH TYPE III SHEETING	LF	36.0000	\$42.38	\$1,525.68

Item #	Description	Units	Quantity	Unit Price	Extension
6750262	F&I ENCASED CONDUIT (2-2" PVC, SCHEDULE 40)	LF	2,730.0000	\$73.26	\$199,999.80
6750275	FURNISH & INSTALL 1.0" SCHEDULE 80 PVC CONDUIT	LF	120.0000	\$6.12	\$734.40
6750278	FURNISH & INSTALL 2.0" SCHEDULE 80 PVC CONDUIT	LF	1,600.0000	\$6.08	\$9,728.00
675027C	FURNISH & INSTALL 3.0" SCHEDULE 80 PVC CONDUIT	LF	60.0000	\$8.37	\$502.20
675027Z	FURNISH ADDITIONAL CONDUIT WITHIN DIRECTIONAL BORE	LF	750.0000	\$2.43	\$1,822.50
6760065	FURNISH & INSTALL 2" SCHEDULE 80 HDPE CONDUIT (DIRECTIONAL BORED)	LF	620.0000	\$15.65	\$9,703.00
6770388	FURNISH & INSTALL NO. 14 COPPER WIRE, 4 CONDUCTOR - BLACK	LF	1,200.0000	\$2.37	\$2,844.00
6770389	FURNISH & INSTALL NO. 14 COPPER WIRE, 4 CONDUCTOR - GRAY	LF	1,100.0000	\$2.23	\$2,453.00
6770393	FURNISH & INSTALL NO. 14 COPPER WIRE, 8 CONDUCTOR - BLACK	LF	1,700.0000	\$2.86	\$4,862.00
6770470	FURNISH & INSTALL FIBER OPTIC CABLE-SINGLE MODE	LF	3,520.0000	\$3.72	\$13,094.40
6770476	FURNISH & INSTALL FIBER OPTIC INTERCONNECT CENTER	EA	1.0000	\$1,774.83	\$1,774.83
6770482	FURNISH & INSTALL FIBER OPTIC MODEM	EA	1.0000	\$2,898.82	\$2,898.82
6800499	FURNISH & INSTALL ELECTRICAL SERVICE FOR TRAFFIC SIGNAL	EA	1.0000	\$1,639.12	\$1,639.12
6800518	F&I-13"X24"X18"D.ELEC.FLUSH UNDGRD.ENCLOS-(STR.POLY.CONC.)HD	EA	9.0000	\$398.16	\$3,583.44
680052C	F&I 17"X30"X26"D.ELEC.FLUSH UNDGRD.ENCLOSURE-(STR.POLY.CONC.)HD	EA	19.0000	\$526.52	\$10,003.88
6825484	FURNISH & INSTALL 10' BREAK-AWAY ALUM PEDESTAL POLE AND BASE	EA	3.0000	\$1,897.49	\$5,692.47

Item #	Description	Units	Quantity	Unit Price	Extension
6845511	F&I - CONTR 332/336 CABINET ASSEMBLY - BASE MOUNTED	EA	1.0000	\$16,474.62	\$16,474.62
6865710	FURNISH & INSTALL - 12" 5 SECTION SIGNAL HEAD	EA	1.0000	\$1,363.60	\$1,363.60
6865720	FURNISH & INSTALL - 12" 4 SECTION SIGNAL HEAD	EA	1.0000	\$1,031.47	\$1,031.47

Item #	Description	Units	Quantity	Unit Price	Extension
6865723	FURNISH & INSTALL - 12" 3 SECTION SIGNAL HEAD	EA	5.0000	\$1,260.37	\$6,301.85
6865781	F&I - 1-WAY-1SECT.HAND/MAN EMBLEM PEDESTRIAN SIGNAL HEAD	EA	8.0000	\$624.36	\$4,994.88
6865794	F&I-PED PUSH BUTTON MICRO ASSEMBLY(9"X15")AND SIGN(R-10-3E or R10-4a)	EA	8.0000	\$279.40	\$2,235.20
6865834	BACKPLATE W/ RETROREFL.BORDERS FOR TRAFF. SIG.	EA	7.0000	\$107.33	\$751.31
6886010	INTEGRATION	LS	1.0000	\$13,671.29	\$13,671.29
6886040	F&I - VIDEO DETECTION SYSTEM W/ ONE CAMERA, HARDWARE & LEAD-IN	EA	1.0000	\$6,817.31	\$6,817.31
6886042	F&I VIDEO DETECTION CAMERA W/ HARDWARE & LEAD-IN	EA	2.0000	\$5,020.65	\$10,041.30
6888166	POWDERCOATING PER MAST ARM OVER BASE	EA	2.0000	\$2,357.90	\$4,715.80
6888177	DESIGN, FURNISH & INSTALL STEEL POLE WITH TWIN MAST ARMS INCLUDING FOUNDATION	EA	2.0000	\$41,425.04	\$82,850.08
7011100	CONC. FOR STRUCTURES - CLASS 3000(ROADWAY)	CY	13.0000	\$2,621.86	\$34,084.18
7055010	STEEL HANDRAIL	LF	41.0000	\$299.05	\$12,261.05
7143618	18" SMOOTH WALL PIPE	LF	3,108.0000	\$76.00	\$236,208.00
7143624	24" SMOOTH WALL PIPE	LF	792.0000	\$78.00	\$61,776.00
7143630	30" SMOOTH WALL PIPE	LF	520.0000	\$107.00	\$55,640.00
7143636	36" SMOOTH WALL PIPE	LF	188.0000	\$121.00	\$22,748.00
7143642	42" SMOOTH WALL PIPE	LF	668.0000	\$166.00	\$110,888.00
7143648	48" SMOOTH WALL PIPE	LF	68.0000	\$194.00	\$13,192.00
7149999	CLEANING EXISTING PIPE	LF	200.0000	\$50.00	\$10,000.00
7191005	CATCH BASIN -TYPE 1	EA	9.0000	\$4,000.00	\$36,000.00
7191605	CATCH BASIN -TYPE 16	EA	9.0000	\$4,500.00	\$40,500.00
7191625	CATCH BASIN -TYPE 17	EA	24.0000	\$5,230.00	\$125,520.00
7191650	CATCH BASIN -TYPE 18	EA	9.0000	\$5,500.00	\$49,500.00

Item #	Description	Units	Quantity	Unit Price	Extension
7192020	DROP INLET (24" X 36")	EA	8.0000	\$3,500.00	\$28,000.00
7192105	MANHOLE	EA	40.0000	\$3,650.00	\$146,000.00
7192108	MANHOLE WITH STANDARD 5' X 5' BOX	EA	4.0000	\$10,000.00	\$40,000.00
7192260	48" X 48" JUNCTION BOX	EA	3.0000	\$5,000.00	\$15,000.00
7196000	EXTRA DEPTH OF BOX	LF	47.3000	\$500.00	\$23,650.00
7197110	ADJUST CATCH BASIN	EA	4.0000	\$1,500.00	\$6,000.00
7197120	ADJUST MANHOLE	EA	5.0000	\$1,500.00	\$7,500.00
7198330	JUNCTION BOX - CONVERT CB T-1	EA	3.0000	\$2,000.00	\$6,000.00
7198420	MANHOLE-CONVERT D.I. 24"X 36"	EA	5.0000	\$2,000.00	\$10,000.00
7201000	CONCRETE CURB (9" X 15")	LF	1,253.0000	\$29.02	\$36,362.06
7203210	CONCRETE CURB AND GUTTER(2'-0") VERTICAL FACE	LF	5,230.0000	\$31.66	\$165,581.80
7204100	CONCRETE SIDEWALK(4" UNIFORM)	SY	6,351.0000	\$47.32	\$300,529.32
7204900	DETECTABLE WARNING MATERIAL	SF	356.0000	\$51.81	\$18,444.36
7205000	CONCRETE DRIVEWAY(6" UNIFORM)	SY	580.0000	\$72.54	\$42,073.20
7209000	PEDESTRIAN RAMP CONSTRUCTION	SY	1,648.0000	\$145.08	\$239,091.84
8041020	RIP-RAP (CLASS B)	TON	100.0000	\$75.00	\$7,500.00
8048215	GEOTEXTILE FOR EROSION CONTROL UNDER RIP RAP(CLASS 2) TYPE D	SY	134.0000	\$5.00	\$670.00
8081000	MOVE ITEM # 1 (LIGHT POLES, SIGNAL EQUIP, TRASH CANS, URNS)	LS	1.0000	\$35,000.00	\$35,000.00
8081000	MOVE ITEM # 2 (17 - RESERVED PARKING SIGNS)	LS	1.0000	\$777.19	\$777.19
8081000	MOVE ITEM # 3 (3 - MAILBOXES)	LS	1.0000	\$3,312.97	\$3,312.97
8081000	MOVE ITEM # 4 (4' CHAIN LINK FENCE)	LS	1.0000	\$15,119.08	\$15,119.08
8100100	PERMANENT COVER	ACRE	1.0100	\$2,000.00	\$2,020.00
8100200	TEMPORARY COVER	ACRE	0.5050	\$1,485.15	\$750.00

Item #	Description	Units	Quantity	Unit Price	Extension
8104005	FERTILIZER (NITROGEN)	LB	101.0000	\$1.50	\$151.50
8104010	FERTILIZER (PHOSPHORIC ACID)	LB	101.0000	\$1.50	\$151.50

Item #	Description	Units	Quantity	Unit Price	Extension
8104015	FERTILIZER (POTASH)	LB	101.0000	\$1.50	\$151.50
8105005	AGRICULTURAL GRANULAR LIME	LB	2,020.0000	\$0.35	\$707.00
8109050	SELECTIVE WATERING	GAL	54,300.0000	\$0.10	\$5,430.00
8109901	MOWING	ACRE	3.0300	\$450.00	\$1,363.50
8151203	HYDRAULIC EROSION CONTROL PRODUCT (HECP) - TYPE 3	ACRE	1.5150	\$2,840.59	\$4,303.49
8152004	INLET STRUCTURE FILTER - TYPE F (WEIGHTED)	LF	434.0000	\$8.50	\$3,689.00
8152006	INLET STRUCTURE FILTER- TYPE F (NON-WEIGHTED)	LF	434.0000	\$8.50	\$3,689.00
8153000	SILT FENCE	LF	5,965.0000	\$2.50	\$14,912.50
8153090	REPLACE/REPAIR SILT FENCE	LF	597.0000	\$3.00	\$1,791.00
8154010	CLEANING SILT BASINS	CY	54.2500	\$10.00	\$542.50
8154050	REMOVAL OF SILT RETAINED BY SILT FENCE	LF	1,491.0000	\$3.00	\$4,473.00
8156210	INLET STRUCTURE FILTER - TYPE B	EA	5.0000	\$300.00	\$1,500.00
8156490	STABILIZED CONSTRUCTION ENTRANCE	SY	825.0000	\$20.00	\$16,500.00
8990546	PERMANENT GROUND MOUNTED SIGNS (RICHLAND PENNY)	SF	72.0000	\$37.34	\$2,688.48
8990579	THIN GRANITE COBBLES	SF	168.0000	\$30.25	\$5,082.00
8990580	42" RAILING	LF	1,332.0000	\$299.06	\$398,347.92
8990581	RAILING WITH INTEGRATED HANDRAIL	LF	82.0000	\$299.05	\$24,522.10
8990582	ABUTMENT WALL DRAINAGE SYSTEM	LS	1.0000	\$12,845.94	\$12,845.94
8999045	SITE ELECTRICAL AND LIGHTING	LS	1.0000	\$810,111.11	\$810,111.11

Item #	Description	Units	Quantity	Unit Price	Extension
8999114	GRANITE BLOCK ON ROADWAY	EA	15.0000	\$2,501.11	\$37,516.65
8999114	GRANITE BLOCK ON BRIDGE	EA	8.0000	\$3,531.50	\$28,252.00
9580200	IRRIGATION SYSTEM	LS	1.0000	\$66,096.00	\$66,096.00
9607008	THERMOPLASTIC PAVEMENT PAINT	SF	949.0000	\$16.58	\$15,734.42
9607009	2" DIA. SCHEDULE 40 GALV. PIPE PAINTED POWDER GREY	LF	216.0000	\$78.94	\$17,051.04
9607010	PAVER WALK AREA	SF	5,824.0000	\$9.63	\$56,085.12

Item #	Description	Units	Quantity	Unit Price	Extension
9607011	BRICK PAVER BANDING	LF	5,518.0000	\$25.00	\$137,950.00
9607012	GRANITE COBBLES	SF	6,360.0000	\$30.24	\$192,326.40
9607013	BENCH WITHOUT BACK	EA	10.0000	\$3,414.85	\$34,148.50
9607014	BENCH WITH BACK	EA	8.0000	\$4,673.16	\$37,385.28
9607015	TRASH RECEPTACLE	EA	19.0000	\$2,374.57	\$45,116.83
9607016	RECYCLE RECEPTACLE	EA	6.0000	\$2,757.62	\$16,545.72
9607017	BIKE RACK	EA	13.0000	\$1,520.87	\$19,771.31
9607201	GRANITE CURB	LF	1,522.0000	\$60.02	\$91,350.44
					Total: \$6,472,781.61

RAILROAD CROSSING CLOSURE

\$202,892.54

Item Code	Description	Quantity	Units	Unit Price	Extension
1031000	MOBILIZATION	1.0000	LS	\$10,000.00	\$10,000.00
1071000	TRAFFIC CONTROL	1.0000	LS	\$1,947.01	\$1,947.01
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	1,372.0000	SY	\$10.00	\$13,720.00
2024100	REMOVAL & DISPOSAL OF EXISTING CURB	318.0000	LF	\$10.00	\$3,180.00
2027000	REMOVAL & DISPOSAL OF EXISTING CONCRETE	42.0000	CY	\$120.00	\$5,040.00
2031200	SITE EXCAVATION	1.0000	LS	\$91,818.89	\$91,818.89
3050106	GRADED AGGREGATE BASE COURSE (6" UNIFORM)	108.0000	SY	\$25.00	\$2,700.00
4030340	HMA SURFACE COURSE TYPE C	11.0000	TONS	\$81.10	\$892.10
4037000	HOT MIX ASPH. CONC. SURF. CR. FOR DITCH PAVING	1.9080	TON	\$199.16	\$380.00
6041200	BARRICADE - TYPE 3	202.0000	LF	\$18.77	\$3,791.54
6319505	REMOVAL OF PAVEMENT MARKINGS	281.0000	LF	\$5.00	\$1,405.00
6510105	FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	158.5000	SF	\$16.66	\$2,640.61
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	244.0000	LF	\$9.52	\$2,322.88
7011400	CONC. FOR STRUCTURES - CLASS 4000	0.2260	CY	\$1,017.70	\$230.00
7149999	CLEANING EXISTING PIPE	157.0000	LF	\$50.00	\$7,850.00
7197141	ADJUST UTILITY VALVE BOX WITH COVER	3.0000	EA	\$500.00	\$1,500.00
7203110	CONCRETE CURB AND GUTTER(1'-6") VERTICAL FACE	151.0000	LF	\$30.00	\$4,530.00
7204100	CONCRETE SIDEWALK(4" UNIFORM)	177.0000	SY	\$47.32	\$8,375.64
8063200	60" CHAIN LINK FENCE	304.0000	LF	\$18.00	\$5,472.00
8063400	72" SECURITY CHAIN LINK FENCE	660.0000	LF	\$20.00	\$13,200.00
8131000	SODDING	1.6470	MSY	\$4,032.79	\$6,642.01
8152006	INLET STRUCTURE FILTER- TYPE F (NON-	362.0000	LF	\$8.50	\$3,077.00

Item Code	Description	Quantity	Units	Unit Price	Extension
	WEIGHTED)				
8152007	SEDIMENT TUBES FOR DITCH CHECKS	5.0000	LF	\$8.50	\$42.50
8153000	SILT FENCE	647.0000	LF	\$2.50	\$1,617.50
9607202	REMOVAL AND REPLACEMENT OF LIGHT POLES	6.0000	EA	\$1,500.00	\$9,000.00

Item Code	Description	Quantity	Units	Unit Price	Extension
9607203	6" PIPE FOR DRAINAGE	58.0000	LF	\$26.17	\$1,517.86
					Total: \$202,892.54

BRIDGE

\$9,153,716.60

Item Code	Description	Quantity	Units	Unit Price	Extension
1031010	MOBILIZATION	1.0000	EA	\$400,000.00	\$400,000.00
2041005	STRUCTURE EXCAVATION FOR RETAINING WALL	3,355.0000	CY	\$22.42	\$75,219.10
2043500	WET & DRY EXCAVATION FOR BRIDGES	3,515.0000	CY	\$31.68	\$111,355.20
6750275	FURNISH & INSTALL 1.0" SCHEDULE 80 PVC CONDUIT	668.0000	LF	\$8.01	\$5,350.68
6750278	FURNISH & INSTALL 2.0" SCHEDULE 80 PVC CONDUIT	3,284.0000	LF	\$9.38	\$30,803.92
7011400	CONCRETE FOR STRUCTURE - CLASS 4000	1,419.2000	CY	\$1,200.00	\$1,703,040.00
7020300	COMPRESSION SEAL JOINT	145.0000	LF	\$173.40	\$25,143.00
7023200	GROOVED SURFACE FINISH	774.0000	SY	\$6.72	\$5,201.28
7031200	REINFORCING STEEL FOR STRUCTURE (BRIDGE)	298,752.0000	LBS	\$1.18	\$352,527.36
7044501	PRESTRESSED CONCRETE BULB TEE BEAM (54" MODIFIED)	2,300.0000	LF	\$401.85	\$924,255.00
7094000	STRUCTURE DRAINAGE SYSTEM	1.0000	LS	\$29,493.75	\$29,493.75
7110001	DYNAMIC PILE ANALYZER TEST SET-UP	4.0000	EA	\$2,737.06	\$10,948.24
7110010	PILE DRIVING SET-UP	62.0000	EA	\$1,500.00	\$93,000.00
7111565	REINF. PILE TIPS (HP14X89)	62.0000	EA	\$139.36	\$8,640.32
7112230	STEEL H BEARING PILING (HP14x89)	1,964.0000	LF	\$77.35	\$151,915.40
7112232	STEEL H BEARING INDEX PILE (HP 14X89)	151.0000	LF	\$64.51	\$9,741.01
7137005	MECH. STAB. EARTH RETAINING WALL BACKFILL	13,010.0000	CY	\$36.48	\$474,604.80
7137230	MECH. STAB. EARTH RETAINING WALL (PANEL FACING) BRIDGE	23,258.0000	SF	\$60.00	\$1,395,480.00
7137290	COPING FOR MSE RETAINING WALL (BRIDGE)	1,607.0000	LF	\$136.51	\$219,371.57
7243100	ELASTOMERIC BEARING	60.0000	EA	\$351.18	\$21,070.80
8011200	AGGREGATE UNDERDRAIN (AGG # 789)	76.0000	CY	\$183.89	\$13,975.64

Item Code	Description	Quantity	Units	Unit Price	Extension
8047041	SLOPE PROTECTION - 4" CONCRETE (FIBER REINFORCED)	80.0000	SY	\$77.00	\$6,160.00
8142100	WATERPROOFING (SUBSTRUCTURE-SECOND METHOD)	35.2000	SY	\$48.17	\$1,695.58
9607220	42" RAILING	66.0000	LF	\$299.06	\$19,737.96
9607221	GRANITE VENEER & CAP FOR COLUMN	792.0000	SF	\$68.49	\$54,244.08

Item Code	Description	Quantity	Units	Unit Price	Extension
9607222	GRANITE CAP FOR COLUMN	36.0000	EA	\$1,083.45	\$39,004.20
9607223	WATERPROOFING (PLANTER BED)	197.1000	SY	\$58.03	\$11,437.71
9607224	UTILITY HANGERS	1.0000	LS	\$210,300.00	\$210,300.00
9607225	STAINLESS STEEL SHADE STRUCTURE W/ MESH SCREEN	1.0000	LS	\$2,750,000.00	\$2,750,000.00

Total: \$9,153,716.60

UTILITY RELOCATION NO. 1 WORKSHEET

\$173,204.00

Item Code	Description	Quantity	Units	Unit Price	Extension
WS-1	Mobilization	1.0000	LS	\$8,000.00	\$8,000.00
WS-2	6" x 6" MJ Tapping Sleeve w/ 6" Valve & Box	3.0000	EA	\$3,000.00	\$9,000.00
WS- 3	12" DIP Restrained Joint (Outside Casing)	20.0000	LF	\$230.00	\$4,600.00
WS- 4	6" DIP Restrained Joint (Not Including Hydrant Leads)	20.0000	LF	\$215.00	\$4,300.00
WS- 5	12" 45 degree Bend	4.0000	EA	\$1,000.00	\$4,000.00
WS-6	6" 45 degree Bend	4.0000	EA	\$500.00	\$2,000.00
WS-7	6" MJ Cap	4.0000	EA	\$300.00	\$1,200.00
WS- 8	6" x 6" MJ Tee	1.0000	EA	\$500.00	\$500.00
WS- 9	6" Gate Valve	1.0000	EA	\$1,300.00	\$1,300.00
WS-10	Fire Hydrant (Complete with Tee, Valve, & Lead on 6" Line)	3.0000	EA	\$7,120.00	\$21,360.00
WS-11	Remove Fire Hydrant & Valve	5.0000	EA	\$2,100.00	\$10,500.00
WS-12	Relocate Existing Fire Hydrant	1.0000	EA	\$9,120.00	\$9,120.00
WS-13	Adjust Valve Box	14.0000	EA	\$500.00	\$7,000.00
WS-14	Relocate Meter and Service	4.0000	EA	\$3,000.00	\$12,000.00
WS-15	Relocate Yard Hydrant	1.0000	EA	\$2,850.00	\$2,850.00
WS-16	Remove Meter (includes service plug)	3.0000	EA	\$1,750.00	\$5,250.00
WS-17	New 2" Service (Short)	1.0000	EA	\$2,600.00	\$2,600.00
WS-18	New 2" Service (Long)	2.0000	EA	\$3,100.00	\$6,200.00
WS-19	Abandon Existing 6" Water Main with Flowable Fill	1,000.0000	LF	\$20.00	\$20,000.00
WS-20	Adjust Manhole	3.0000	EA	\$1,000.00	\$3,000.00
WS-21	Abandon Existing 8" Sewer Main with Flowable Fill	1,292.0000	LF	\$22.00	\$28,424.00
Total:					\$173,204.00

Item Code	Description	Quantity	Units	Unit Price	Extension
WS-22	Abandon Manhole	4.0000	EA	\$2,500.00	\$10,000.00
Total: \$173,204.00					

LANDSCAPING WORKSHEET

\$43,595.60

Item Code	Description	Quantity	Units	Unit Price	Extension
LS-1	LAGERSTROEMIA INDICA "SIOUX" (CREPE MYRTLE) - MULTI TRUNK 1.5" CAL.	36.0000	EA	\$331.75	\$11,943.00
LS-2	LAGERSTROEMIA INDICA "TUSKEGEE" (CREPE MYRTLE) - MULTI TRUNK 1.5" CAL.	9.0000	EA	\$311.50	\$2,803.50
LS-3	QUERCUS BICOLOR "SWAMP WHITE OAK"	21.0000	EA	\$433.00	\$9,093.00
LS-4	QUERCUS MACROCARPA "BUR OAK"	5.0000	EA	\$446.50	\$2,232.50
LS-5	QUERCUS MICHAUXII "SWAMP CHESNUT OAK"	8.0000	EA	\$446.50	\$3,572.00
LS-6	COREOPSIS VERTICILLATA "THREADLEAF CORIOPSIS"	56.0000	EA	\$8.46	\$473.76
LS-7	CRIMUM POWELLII "CECIL HOUDYSHEL"	24.0000	EA	\$12.60	\$302.40
LS-8	HEMERCOLALLIS FORSYTH "LEMON DROP"	56.0000	EA	\$9.80	\$548.80
LS-9	LANTANA CAMERA "NEW GOLD" DWARF YELLOW LANTANA	24.0000	EA	\$7.20	\$172.80
LS-10	LANTANA MONTEVIDENSIS DWARF LAVENDER LANTANA	24.0000	EA	\$7.20	\$172.80
LS-11	ROSMARINUS OFFICINALIS "HUNTINGTON CARPET" CREEPING ROSEMARY	16.0000	EA	\$25.93	\$414.88
LS-12	RUDBECKIA HIRTA "GOLDSTRUM" BLACK EYED SUSAN	56.0000	EA	\$8.46	\$473.76
LS-13	SALVIA FARINACIA "BLUE SAGE"	56.0000	EA	\$9.80	\$548.80
LS-14	YUCCA ROSTRATA "SAPPHIRE SKIES"	24.0000	EA	\$31.25	\$750.00
LS-15	CROCOSMIA "LUCIFER" MONTBRETIA	1,920.0000	SF	\$2.41	\$4,627.20
LS-16	TRACHELOSPERMUM ASIATICUM ASIATIC JASMINE	260.0000	EA	\$3.89	\$1,011.40
LS-17	CYNODON DACTYLON BERMUDA GRASS - TIFFWAY 419	9,900.0000	SF	\$0.45	\$4,455.00
Total:					\$43,595.60



GREENE ST. PHASE II

ITEM #	DESCRIPTION	TOTAL PROJECT QUANTITY	UNITS	ENGINEERS ESTIMATE		CROWDER CONSTRUCTION		KEWITT INFRASTRUCTURE SOUTH		CHEROKEE, INC.		MCLAM	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
	ROADWAY	0.734											
1031010	MOBILIZATION	1.000	EA			\$ 300,000.00	\$ 300,000.00	\$ 428,000.00	\$ 428,000.00	\$ 976,123.04	\$ 976,123.04	\$ 278,875.00	\$ 278,875.00
1032010	BONDS AND INSURANCE	1.000	LS			\$ 15,259.69	\$ 15,259.69	\$ 168,000.00	\$ 168,000.00	\$ 476,000.00	\$ 476,000.00	\$ 289,900.00	\$ 289,900.00
1033000	CONSTRUCTION STAKES, LINES & GRADES	1.000	EA			\$ 107,960.00	\$ 107,960.00	\$ 200,000.00	\$ 200,000.00	\$ 375,000.00	\$ 375,000.00	\$ 101,430.00	\$ 101,430.00
1032000	UTILITY RELOCATION NO. 1 - WATER AND SEWER RELOCATION	1.000	LS			\$ 173,204.00	\$ 173,204.00	\$ 116,090.00	\$ 116,090.00	\$ 159,887.20	\$ 159,887.20	\$ 197,237.00	\$ 197,237.00
1032100	UTILITY COORDINATION	1.000	LS			\$ 37,629.49	\$ 37,629.49	\$ 100,000.00	\$ 100,000.00	\$ 250,000.00	\$ 250,000.00	\$ 74,750.00	\$ 74,750.00
1071000	TRAFFIC CONTROL	1.000	LS			\$ 161,563.82	\$ 161,563.82	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 320,275.00	\$ 320,275.00
1075001	MONITORING OF CONSTRUCTION-RELATED EARTHBORNE VIBRATIONS	1.000	LS			\$ 38,500.00	\$ 38,500.00	\$ 50,000.00	\$ 50,000.00	\$ 78,000.00	\$ 78,000.00	\$ 58,420.00	\$ 58,420.00
1080300	CPI PROGRESS SCHEDULE	1.000	LS			\$ 9,735.07	\$ 9,735.07	\$ 50,000.00	\$ 50,000.00	\$ 22,000.00	\$ 22,000.00	\$ 21,735.00	\$ 21,735.00
1080200	AS-BUILT CONSTRUCTION PLANS	1.000	LS			\$ 6,490.04	\$ 6,490.04	\$ 100,000.00	\$ 100,000.00	\$ 40,000.00	\$ 40,000.00	\$ 19,550.00	\$ 19,550.00
2012000	CLEARING & GRUBBING WITHIN ROADWAY	1.000	LS			\$ 50,000.00	\$ 50,000.00	\$ 250,000.00	\$ 250,000.00	\$ 650,000.00	\$ 650,000.00	\$ 661,250.00	\$ 661,250.00
2021005	REMOVAL & DISPOSAL OF EXISTING CATCH BASIN	5.000	EA			\$ 1,200.00	\$ 6,000.00	\$ 1,350.00	\$ 6,750.00	\$ 1,200.00	\$ 6,000.00	\$ 2,875.00	\$ 14,375.00
2021015	REMOVAL & DISPOSAL OF EXISTING MANHOLE	2.000	EA			\$ 1,200.00	\$ 2,400.00	\$ 1,350.00	\$ 2,700.00	\$ 1,200.00	\$ 2,400.00	\$ 2,875.00	\$ 5,750.00
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	2,250.000	SY			\$ 10.00	\$ 22,500.00	\$ 41.00	\$ 92,578.00	\$ 10.00	\$ 22,500.00	\$ 11.50	\$ 25,987.00
2024100	REMOVAL & DISPOSAL OF EXISTING CURB	2,065.000	LF			\$ 10.00	\$ 20,650.00	\$ 23.00	\$ 47,285.00	\$ 8.00	\$ 16,440.00	\$ 11.50	\$ 23,622.50
2025000	REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	5,720.000	SY			\$ 10.00	\$ 57,200.00	\$ 11.00	\$ 62,920.00	\$ 9.00	\$ 51,480.00	\$ 11.50	\$ 65,780.00
2031000	UNCLASSIFIED EXCAVATION	1,068.000	CY			\$ 7.00	\$ 7,476.00	\$ 28.00	\$ 30,972.00	\$ 30.00	\$ 32,040.00	\$ 28.80	\$ 30,758.40
2033000	BORROW EXCAVATION	22,293.000	CY			\$ 14.75	\$ 328,821.75	\$ 7.00	\$ 158,051.00	\$ 25.00	\$ 557,325.00	\$ 19.60	\$ 438,942.80
2081001	FINE GRADING	8,196.000	SY			\$ 5.00	\$ 40,980.00	\$ 7.00	\$ 57,372.00	\$ 7.50	\$ 61,470.00	\$ 9.20	\$ 75,403.20
2103000	FLOWABLE FILL	151.543	CY			\$ 255.82	\$ 38,757.73	\$ 488.00	\$ 73,952.98	\$ 200.00	\$ 30,306.60	\$ 212.80	\$ 32,248.35
3030108	GRADED AGGREGATE BASE COURSE (6" UNIFORM)	6,495.000	SY			\$ 20.00	\$ 129,900.00	\$ 18.00	\$ 116,910.00	\$ 18.00	\$ 116,910.00	\$ 23.00	\$ 149,385.00
3069900	MAINTENANCE STONE	12.000	TON			\$ 54.35	\$ 652.20	\$ 68.00	\$ 816.00	\$ 65.00	\$ 780.00	\$ 86.25	\$ 1,035.00
3100310	HOT MIX ASPHALT BASE COURSE - TYPE A	540.000	TON			\$ 81.10	\$ 43,794.00	\$ 89.00	\$ 48,060.00	\$ 141.00	\$ 76,140.00	\$ 80.50	\$ 43,470.00
4010005	PRIME COAT	1,754.000	GAL			\$ 3.50	\$ 6,139.00	\$ 3.80	\$ 6,665.20	\$ 6.05	\$ 10,611.70	\$ 5.60	\$ 9,822.40
4011004	LIQUID ASPHALT BINDER PG64-22	234.000	TON			\$ 505.00	\$ 118,170.00	\$ 555.00	\$ 129,870.00	\$ 258.00	\$ 60,372.00	\$ 593.40	\$ 138,855.60
4019990	MILLING EXISTING ASPHALT PAVEMENT (VARIABLE)	11,070.000	SY			\$ 3.00	\$ 33,210.00	\$ 3.50	\$ 38,745.00	\$ 8.00	\$ 88,560.00	\$ 2.60	\$ 28,782.00
4020320	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	176.000	TON			\$ 81.10	\$ 14,273.60	\$ 90.00	\$ 15,840.00	\$ 175.00	\$ 30,800.00	\$ 109.30	\$ 19,236.80
4020330	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C	1,559.000	TON			\$ 81.10	\$ 126,434.90	\$ 90.00	\$ 140,310.00	\$ 98.00	\$ 152,782.00	\$ 91.40	\$ 142,492.60
4030320	HOT MIX ASPHALT SURFACE COURSE TYPE B	1,134.000	TON			\$ 81.10	\$ 91,967.40	\$ 90.00	\$ 102,060.00	\$ 92.00	\$ 104,328.00	\$ 92.00	\$ 104,328.00
4030340	HOT MIX ASPHALT SURFACE COURSE TYPE C	1,118.000	TON			\$ 81.10	\$ 90,669.80	\$ 90.00	\$ 100,620.00	\$ 91.00	\$ 101,738.00	\$ 80.50	\$ 89,999.00
5028000	PORTLAND CEMENT CONCRETE (SPECIAL USE)	50.000	CY			\$ 55.28	\$ 2,764.00	\$ 285.00	\$ 14,250.00	\$ 220.00	\$ 11,000.00	\$ 481.25	\$ 21,562.50
6051120	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	368.000	SF			\$ 6.94	\$ 2,553.92	\$ 38.00	\$ 13,984.00	\$ 7.50	\$ 2,760.00	\$ 8.10	\$ 2,980.80
6250005	4" WHITE BROKEN LINES - (GAPS EXCLUDED)-FAST DRY PAINT	1,350.000	LF			\$ 1.04	\$ 1,404.00	\$ 0.17	\$ 229.50	\$ 0.55	\$ 746.50	\$ 0.20	\$ 270.00
6250007	6" WHITE BROKEN LINES - (GAPS EXCLUDED)-FAST DRY PAINT	132.000	LF			\$ 2.07	\$ 273.24	\$ 0.28	\$ 36.96	\$ 0.82	\$ 108.24	\$ 0.30	\$ 39.60



GREENE ST. PHASE II

ITEM#	DESCRIPTION	TOTAL PROJECT QUANTITY	UNITS	ENGINEERS ESTIMATE		CROWDER CONSTRUCTION		KIEWIT INFRASTRUCTURE SOUTH		CHEROKEE, INC.		MCCLAM	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
625010	4" WHITE SOLID LINES (PVT. EDGE LINES)-FAST DRY PAINT	1,244,000	LF	0.50	622,000	0.13	161,72	0.32	398,08	0.15	186,60		
625012	6" WHITE SOLID LINES (PVT. EDGE LINES)-FAST DRY PAINT	2,409,000	LF	1.04	2,505,36	0.22	529,98	0.44	1,059,96	0.25	602,25		
625015	6" WHITE SOLID LINES (CROSSWALK/CHANNELIZATION)-FAST DRY PAINT	227,000	LF	6.79	1,541,33	0.82	186,14	1.10	249,70	0.90	204,30		
625025	6" WHITE SOLID LINES (STOP/DIAGONAL LINES)-FAST DRY PAINT	760,000	LF	4.31	3,275,60	3.30	2,508,00	2.20	1,672,00	3.50	2,660,00		
625010	4" YELLOW SOLID LINES (PVT. EDGE/NO PASSING ZONE)-FAST DRY PAINT	7,083,000	LF	0.35	2,479,05	0.13	920,79	0.32	2,266,56	0.15	1,062,45		
627105	4" WHITE BROKEN LINES(GAPS EXCL.)-THERMOPLASTIC-90 MIL	1,350,000	LF	0.65	1,282,50	0.66	891,00	1.65	2,227,50	0.70	945,00		
627107	6" WHITE BROKEN LINES(GAPS EXCL.)-THERMOPLASTIC-90 MIL	132,000	LF	1.47	194,04	0.82	108,24	2.20	290,40	0.90	118,80		
627101	4" WHITE SOLID LINES (PVT. EDGE LINES) THERMO-90 MIL	1,061,000	LF	1.18	1,251,98	0.60	636,60	1.10	1,167,10	0.65	689,65		
627102	6" WHITE SOLID LINES (PVT. EDGE LINES) THERMO-90 MIL	2,409,000	LF	2.24	5,396,16	0.77	1,854,93	1.10	2,649,90	0.85	2,047,65		
627103	6" WHITE SOLID LINES (PVT. EDGE LINES) THERMO-90 MIL	227,000	LF	1.30	295,10	3.00	681,00	2.75	624,25	3.20	726,40		
627102	6" WHITE SOLID LINES (STOP/DIAG LINES)-THERMO-125 MIL	760,000	LF	9.42	7,159,20	9.90	7,524,00	8.30	6,308,00	10.40	7,904,00		
627103	WHITE SINGLE ARROWS (LT, STRIGHT, RT) THERMO-125 MIL	21,000	EA	160.03	3,360.63	110.00	2,310.00	82.00	1,722.00	115.00	2,415.00		
627103	WHITE WORD MESSAGE "ONLY" - THERMOPLASTIC - 125 MIL	12,000	EA	133.38	1,600.56	165.00	1,980.00	110.00	1,320.00	172.50	2,070.00		
627104	WHITE COMBINATION ARROWS(STR&RT OR STR&L)THERMO-125MIL	4,000	EA	251.67	1,006.68	165.00	660.00	110.00	440.00	172.50	690.00		
627107	4" YELLOW SOLID LINES(PVT.EDGE LINES) THERMO-90 MIL	7,083,000	LF	0.84	5,949.72	0.60	4,249.80	0.55	3,896.65	0.65	4,603.95		
628005	BIKE LANE SYMBOL - PREFORMED THERMO - 90MIL	10,000	EA	326.43	3,264.30	220.00	2,200.00	275.00	2,750.00	230.00	2,300.00		
628006	BIKE LANE ARROW - PREFORMED THERMO - 90MIL	10,000	EA	165.80	1,658.00	138.00	1,380.00	165.00	1,650.00	143.75	1,437.50		
628007	SHARROW W/ARROW - PREFORMED THERMO - 90MIL	4,000	EA	310.88	1,243.52	275.00	1,100.00	390.00	1,560.00	287.50	1,150.00		
630005	PERMANENT CLEAR PAVEMENT MARKERS- MONO-DIR- 4"X4"	70,000	EA	5.65	395.50	5.75	402.50	8.25	577.50	6.00	420.00		
630100	PERMANENT YELLOW PAVEMENT MARKERS BI-DIR- 4"X4"	147,000	EA	7.77	1,142.19	5.75	845.25	8.25	1,212.75	6.00	882.00		
6351155	PREF.FLEX.RETRO.PVMT.MARK(T-1)PERM.(60MIL)6"WH.SOLID	470,000	LF	6.22	2,923.40	5.50	2,585.00	6.60	3,102.00	5.80	2,726.00		
6351300	PREF.FLEX.RETRO.PVMT.MARK(T-1)PERM.(60MIL)24"WH.SOL	1,176,000	LF	12.62	14,841.12	31.00	36,656.00	26.50	31,164.00	32.20	37,867.20		
6510105	FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	136,160	SF	16.66	2,266.43	38.00	5,174.08	18.00	2,450.88	25.90	3,526.54		
6510108	FLAT SHEET, TYPE XI, SIZE DETERMINED BY MSG. OVERHEAD	24,000	SF	35.19	844.56	38.00	912.00	22.00	528.00	31.65	759.60		
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	180,000	LF	9.52	1,713.60	11.00	1,980.00	11.00	1,980.00	11.50	2,070.00		
6531215	U-SECTION POST FOR SIGN BRACING - 2P	37,330	LF	9.52	355.38	11.00	410.63	11.00	410.63	11.50	429.30		
6584800	BARRICADE- PERMANENT WITH TYPE III SHEETING	36,000	LF	42.38	1,525.68	16.50	594.00	46.00	1,656.00	34.10	1,227.60		
6750262	F8 ENCASED CONDUIT (2" PVC, SCHEDULE 40)	2,730,000	LF	73.26	199,999.80	82.50	225,225.00	82.50	225,225.00	115.00	313,950.00		
6750275	FURNISH & INSTALL 1.0" SCHEDULE 80 PVC CONDUIT	120,000	LF	6.12	734.40	8.80	1,056.00	8.80	1,056.00	17.30	2,076.00		
6750278	FURNISH & INSTALL 2.0" SCHEDULE 80 PVC CONDUIT	1,600,000	LF	6.08	9,728.00	9.90	15,840.00	9.90	15,840.00	17.30	27,680.00		
675027C	FURNISH & INSTALL 3.0" SCHEDULE 80 PVC CONDUIT	60,000	LF	8.37	502.20	16.50	990.00	16.50	990.00	23.00	1,380.00		
675027Z	FURNISH ADDITIONAL CONDUIT WITHIN DIRECTIONAL BORE	750,000	LF	2.43	1,822.50	6.60	4,950.00	6.60	4,950.00	9.20	6,900.00		
6760065	FURNISH & INSTALL 2" SCHEDULE 80 HDPE CONDUIT (DIRECTIONAL BORED)	620,000	LF	15.85	9,705.00	18.70	11,584.00	19.00	11,760.00	28.75	17,825.00		
6770388	FURNISH & INSTALL NO. 14 COPPER WIRE, 4 CONDUCTOR - BLACK	1,200,000	LF	2.37	2,844.00	2.20	2,640.00	2.20	2,640.00	2.90	3,480.00		



GREENE ST. PHASE II

ITEM #	DESCRIPTION	TOTAL PROJECT QUANTITY	UNITS	ENGINEER'S ESTIMATE		CROWDER CONSTRUCTION		KEWIT INFRASTRUCTURE SOUTH		CHEROKEE, INC.		MCCLAM	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
6770389	FURNISH & INSTALL NO. 14 COPPER WIRE, 4 CONDUCTOR - GRAY	1,100,000	LF	\$ 2.23	\$ 2,453.00	\$ 2.20	\$ 2,420.00	\$ 2.20	\$ 2,420.00	\$ 2.20	\$ 2,420.00	\$ 3.10	\$ 3,410.00
6770393	FURNISH & INSTALL NO. 14 COPPER WIRE, 8 CONDUCTOR - BLACK	1,700,000	LF	\$ 2.86	\$ 4,862.00	\$ 2.65	\$ 4,505.00	\$ 2.65	\$ 4,505.00	\$ 2.20	\$ 3,740.00	\$ 3.10	\$ 5,270.00
6770470	FURNISH & INSTALL FIBER OPTIC CABLE-SINGLE MODE	3,520,000	LF	\$ 3.72	\$ 13,094.40	\$ 2.65	\$ 9,328.00	\$ 2.65	\$ 9,328.00	\$ 2.20	\$ 7,744.00	\$ 4.00	\$ 14,080.00
6770476	FURNISH & INSTALL FIBER OPTIC INTERCONNECT CENTER	1,000	EA	\$ 1,774.83	\$ 1,774.83	\$ 1,690.00	\$ 1,690.00	\$ 1,690.00	\$ 1,690.00	\$ 2,000.00	\$ 2,000.00	\$ 4,025.00	\$ 4,025.00
6770482	FURNISH & INSTALL FIBER OPTIC MODEM	1,000	EA	\$ 2,693.82	\$ 2,693.82	\$ 1,990.00	\$ 1,990.00	\$ 1,990.00	\$ 1,990.00	\$ 2,000.00	\$ 2,000.00	\$ 6,325.00	\$ 6,325.00
6800489	FURNISH & INSTALL ELECTRICAL SERVICE FOR TRAFFIC SIGNAL	1,000	EA	\$ 1,638.12	\$ 1,638.12	\$ 825.00	\$ 825.00	\$ 825.00	\$ 825.00	\$ 825.00	\$ 825.00	\$ 5,750.00	\$ 5,750.00
6800518	F81-13'X24'X18'D.ELEC.FLUSH UNDERGRD.ENCLOS.(STR.POLY.CONC.)HD	9,000	EA	\$ 398.16	\$ 3,583.44	\$ 395.00	\$ 3,465.00	\$ 395.00	\$ 3,465.00	\$ 395.00	\$ 3,465.00	\$ 632.50	\$ 5,692.50
680052C	F81-17'X30'X26'D.ELEC.FLUSH UNDERGRD.ENCLOSURE.(STR.POLY.CONC.)HD	19,000	EA	\$ 526.52	\$ 10,003.88	\$ 495.00	\$ 9,405.00	\$ 495.00	\$ 9,405.00	\$ 495.00	\$ 9,405.00	\$ 1,035.00	\$ 19,665.00
6825484	FURNISH & INSTALL 10' BREAK-AWAY ALUM. PEDESTAL POLE AND BASE	3,000	EA	\$ 1,897.49	\$ 5,692.47	\$ 825.00	\$ 2,475.00	\$ 825.00	\$ 2,475.00	\$ 825.00	\$ 2,475.00	\$ 1,725.00	\$ 5,175.00
6845511	F81 - CONTR. 332/336 CABINET ASSEMBLY - BASE MOUNTED	1,000	EA	\$ 16,474.62	\$ 16,474.62	\$ 14,300.00	\$ 14,300.00	\$ 14,300.00	\$ 14,300.00	\$ 14,300.00	\$ 14,300.00	\$ 18,400.00	\$ 18,400.00
6865710	FURNISH & INSTALL - 12' 5 SECTION SIGNAL HEAD	1,000	EA	\$ 1,363.60	\$ 1,363.60	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,725.00	\$ 1,725.00
6865720	FURNISH & INSTALL - 12' 4 SECTION SIGNAL HEAD	1,000	EA	\$ 1,031.47	\$ 1,031.47	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,075.00	\$ 1,725.00	\$ 1,725.00
6865723	FURNISH & INSTALL - 12' 3 SECTION SIGNAL HEAD	5,000	EA	\$ 1,260.37	\$ 6,301.85	\$ 660.00	\$ 3,300.00	\$ 660.00	\$ 3,300.00	\$ 660.00	\$ 3,300.00	\$ 1,150.00	\$ 5,750.00
6865781	F81 - 1-WAY-1-SECT.HAND/WHIM EMBLEM PEDESTRIAN SIGNAL HEAD	8,000	EA	\$ 624.36	\$ 4,994.88	\$ 660.00	\$ 5,280.00	\$ 660.00	\$ 5,280.00	\$ 660.00	\$ 5,280.00	\$ 977.50	\$ 7,820.00
6865794	F81-PEDESTAL BUTTON MICRO ASSEMBLY(9'X15')AND SIGN(R-10-3E or R10-4)	8,000	EA	\$ 279.40	\$ 2,235.20	\$ 165.00	\$ 1,320.00	\$ 165.00	\$ 1,320.00	\$ 165.00	\$ 1,320.00	\$ 460.00	\$ 3,680.00
6866334	BACKPLATE W/ RETROREFLECTORS FOR TRAFF. SIG.	7,000	EA	\$ 107.33	\$ 751.31	\$ 160.00	\$ 1,120.00	\$ 160.00	\$ 1,120.00	\$ 160.00	\$ 1,120.00	\$ 345.00	\$ 2,415.00
6886010	INTEGRATION	1,000	LS	\$ 13,671.29	\$ 13,671.29	\$ 1,100.00	\$ 1,100.00	\$ 1,100.00	\$ 1,100.00	\$ 1,100.00	\$ 1,100.00	\$ 5,750.00	\$ 5,750.00
6886040	F81 - VIDEO DETECTION SYSTEM W/ ONE CAMERA- HARDWARE & LEAD-IN	1,000	EA	\$ 6,817.31	\$ 6,817.31	\$ 8,250.00	\$ 8,250.00	\$ 8,250.00	\$ 8,250.00	\$ 8,250.00	\$ 8,250.00	\$ 7,820.00	\$ 7,820.00
6886042	F81 VIDEO DETECTION CAMERA W/ HARDWARE & LEAD-IN	2,000	EA	\$ 5,020.65	\$ 10,041.30	\$ 8,250.00	\$ 16,500.00	\$ 8,250.00	\$ 16,500.00	\$ 8,250.00	\$ 16,500.00	\$ 8,625.00	\$ 17,250.00
6886166	POWDERCOATING PER MAST ARM OVER BASE	2,000	EA	\$ 2,97.90	\$ 4,715.90	\$ 1,100.00	\$ 2,200.00	\$ 1,100.00	\$ 2,200.00	\$ 1,100.00	\$ 2,200.00	\$ 2,300.00	\$ 4,600.00
6888777	DESIGN, FURNISH & INSTALL STEEL POLE WITH TWIN MAST ARMS INCLUDING FOL	2,000	EA	\$ 41,423.04	\$ 82,846.08	\$ 50,600.00	\$ 101,200.00	\$ 50,600.00	\$ 101,200.00	\$ 50,600.00	\$ 101,200.00	\$ 86,250.00	\$ 172,500.00
7011100	CONC. FOR STRUCTURES - CLASS 3000(ROADWAY)	13,000	CY	\$ 2,621.86	\$ 34,084.18	\$ 977.00	\$ 12,701.00	\$ 977.00	\$ 12,701.00	\$ 1,980.00	\$ 25,740.00	\$ 2,070.00	\$ 26,810.00
7055010	STEEL HANDRAIL	41,000	LF	\$ 299.05	\$ 12,261.05	\$ 370.00	\$ 15,170.00	\$ 370.00	\$ 15,170.00	\$ 275.00	\$ 11,275.00	\$ 172.50	\$ 7,072.50
7143618	18" SMOOTH WALL PIPE	3,108,000	LF	\$ 78.00	\$ 236,208.00	\$ 72.00	\$ 223,776.00	\$ 72.00	\$ 223,776.00	\$ 85.00	\$ 264,180.00	\$ 140.55	\$ 436,829.40
7143624	24" SMOOTH WALL PIPE	792,000	LF	\$ 78.00	\$ 61,776.00	\$ 102.00	\$ 80,784.00	\$ 102.00	\$ 80,784.00	\$ 100.00	\$ 79,200.00	\$ 155.60	\$ 123,235.20
7143630	30" SMOOTH WALL PIPE	520,000	LF	\$ 107.00	\$ 55,640.00	\$ 131.00	\$ 68,120.00	\$ 131.00	\$ 68,120.00	\$ 135.00	\$ 70,200.00	\$ 173.15	\$ 90,038.00
7143636	36" SMOOTH WALL PIPE	168,000	LF	\$ 121.00	\$ 20,292.00	\$ 175.00	\$ 29,400.00	\$ 175.00	\$ 29,400.00	\$ 140.00	\$ 23,320.00	\$ 193.00	\$ 32,284.00
7143642	42" SMOOTH WALL PIPE	668,000	LF	\$ 166.00	\$ 110,868.00	\$ 191.00	\$ 127,586.00	\$ 165.00	\$ 110,220.00	\$ 165.00	\$ 110,220.00	\$ 242.00	\$ 161,656.00
7143648	48" SMOOTH WALL PIPE	68,000	LF	\$ 194.00	\$ 13,192.00	\$ 215.00	\$ 14,620.00	\$ 200.00	\$ 13,600.00	\$ 200.00	\$ 13,600.00	\$ 284.20	\$ 19,326.60
7149989	CLEANING EXISTING PIPE	200,000	LF	\$ 50.00	\$ 10,000.00	\$ 4.40	\$ 880.00	\$ 50.00	\$ 10,000.00	\$ 50.00	\$ 10,000.00	\$ 34.50	\$ 6,900.00
7191005	CATCH BASIN -TYPE 1	9,000	EA	\$ 4,000.00	\$ 36,000.00	\$ 4,750.00	\$ 42,750.00	\$ 4,750.00	\$ 42,750.00	\$ 3,500.00	\$ 31,500.00	\$ 4,588.50	\$ 41,296.50
7191605	CATCH BASIN -TYPE 16	9,000	EA	\$ 4,500.00	\$ 40,500.00	\$ 4,800.00	\$ 43,200.00	\$ 4,800.00	\$ 43,200.00	\$ 5,000.00	\$ 45,000.00	\$ 4,945.00	\$ 44,505.00
7191625	CATCH BASIN -TYPE 17	24,000	EA	\$ 5,230.00	\$ 125,520.00	\$ 5,800.00	\$ 139,200.00	\$ 5,800.00	\$ 139,200.00	\$ 6,400.00	\$ 153,600.00	\$ 6,785.00	\$ 162,840.00
7191650	CATCH BASIN -TYPE 18	9,000	EA	\$ 5,500.00	\$ 49,500.00	\$ 5,500.00	\$ 49,500.00	\$ 5,500.00	\$ 49,500.00	\$ 8,400.00	\$ 75,600.00	\$ 8,165.00	\$ 73,485.00



GREENE ST. PHASE II

ITEM#	DESCRIPTION	TOTAL PROJECT QUANTITY	UNITS	ENGINEERS ESTIMATE		CROWDER CONSTRUCTION		KEWIT INFRASTRUCTURE SOUTH		CHEROKEE, INC.		McCLAM	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
7192020	DROP INLET (24" X 36")	8.00	EA		28,000.00	\$ 3,500.00	\$ 28,000.00	\$ 4,000.00	\$ 32,000.00	\$ 3,500.00	\$ 28,000.00	\$ 4,473.50	\$ 35,766.00
7192105	MANHOLE	40.00	EA		146,000.00	\$ 3,650.00	\$ 146,000.00	\$ 5,500.00	\$ 220,000.00	\$ 4,200.00	\$ 168,000.00	\$ 4,370.00	\$ 174,800.00
7192108	MANHOLE WITH STANDARD 5' X 5' BOX	4.00	EA		40,000.00	\$ 10,000.00	\$ 40,000.00	\$ 5,500.00	\$ 22,000.00	\$ 10,000.00	\$ 40,000.00	\$ 5,750.00	\$ 23,000.00
7192260	48" X 48" JUNCTION BOX	3.00	EA		15,000.00	\$ 5,000.00	\$ 15,000.00	\$ 6,100.00	\$ 18,300.00	\$ 3,700.00	\$ 11,100.00	\$ 5,398.30	\$ 16,197.90
7196000	EXTRA DEPTH OF BOX	47.300	LF		23,650.00	\$ 500.00	\$ 23,650.00	\$ 260.00	\$ 12,298.00	\$ 450.00	\$ 21,285.00	\$ 644.00	\$ 30,461.20
7197110	ADJUST CATCH BASIN	4.00	EA		6,000.00	\$ 1,500.00	\$ 6,000.00	\$ 1,000.00	\$ 4,000.00	\$ 1,500.00	\$ 6,000.00	\$ 1,610.00	\$ 6,440.00
7197120	ADJUST MANHOLE	5.00	EA		7,500.00	\$ 1,500.00	\$ 7,500.00	\$ 1,000.00	\$ 5,000.00	\$ 1,300.00	\$ 6,500.00	\$ 1,610.00	\$ 8,050.00
7198330	JUNCTION BOX - CONVERT CB T-1	3.00	EA		6,000.00	\$ 2,000.00	\$ 6,000.00	\$ 4,000.00	\$ 12,000.00	\$ 2,600.00	\$ 7,800.00	\$ 4,577.00	\$ 13,731.00
7198420	MANHOLE CONVERT D.I. 24" X 36"	5.00	EA		10,000.00	\$ 2,000.00	\$ 10,000.00	\$ 4,000.00	\$ 20,000.00	\$ 2,200.00	\$ 11,000.00	\$ 4,600.00	\$ 23,000.00
7201000	CONCRETE CURB (9' X 15')	1,253.000	LF		36,362.06	\$ 29.02	\$ 36,362.06	\$ 24.50	\$ 30,898.50	\$ 25.00	\$ 31,325.00	\$ 25.30	\$ 31,700.90
7202210	CONCRETE CURB AND GUTTER(2'-0") VERTICAL FACE	5,220.000	LF		165,591.80	\$ 31.66	\$ 165,591.80	\$ 26.10	\$ 136,303.00	\$ 27.00	\$ 141,210.00	\$ 26.50	\$ 138,995.00
7204100	CONCRETE SIDEWALK(4" UNIFORM)	6,351.000	SY		300,529.32	\$ 47.32	\$ 300,529.32	\$ 62.00	\$ 393,762.00	\$ 52.00	\$ 330,292.00	\$ 57.50	\$ 365,162.50
7204900	DETECTABLE WARNING MATERIAL	356.000	SF		18,444.36	\$ 51.81	\$ 18,444.36	\$ 85.00	\$ 30,260.00	\$ 55.00	\$ 19,580.00	\$ 46.00	\$ 16,376.00
7205000	CONCRETE DRIVEWAY(6" UNIFORM)	580.000	SY		42,073.20	\$ 72.54	\$ 42,073.20	\$ 96.50	\$ 55,970.00	\$ 66.00	\$ 38,280.00	\$ 59.80	\$ 34,684.00
7209000	PEDESTRIAN RAMP CONSTRUCTION	1,648.000	SY		239,091.84	\$ 145.08	\$ 239,091.84	\$ 62.00	\$ 102,176.00	\$ 115.00	\$ 189,520.00	\$ 172.50	\$ 284,280.00
8041020	RIP-RAP (CLASS B)	100.000	TON		7,500.00	\$ 75.00	\$ 7,500.00	\$ 92.00	\$ 9,200.00	\$ 100.00	\$ 10,000.00	\$ 74.40	\$ 7,440.00
8046215	GEOTEXTILE FOR EROSION CONTROL UNDER RIP-RAP (CLASS 2) TYPE D	134.000	SY		670.00	\$ 5.00	\$ 670.00	\$ 6.00	\$ 804.00	\$ 2.50	\$ 335.00	\$ 6.90	\$ 924.60
8081000	MOVE ITEM # 1 (LIGHT POLES, SIGNAL EQUIP, TRASH CANS, URNS)	1.000	LS		35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 14,100.00	\$ 14,100.00	\$ 3,000.00	\$ 3,000.00	\$ 115,000.00	\$ 115,000.00
8081000	MOVE ITEM # 2 (17 - RESERVED PARKING SIGNS)	1.000	LS		777.19	\$ 777.19	\$ 777.19	\$ 1,800.00	\$ 1,800.00	\$ 1,000.00	\$ 1,000.00	\$ 4,025.00	\$ 4,025.00
8081000	MOVE ITEM # 3 (3 - MAILBOXES)	1.000	LS		3,312.97	\$ 3,312.97	\$ 3,312.97	\$ 4,300.00	\$ 4,300.00	\$ 3,200.00	\$ 3,200.00	\$ 4,025.00	\$ 4,025.00
8081000	MOVE ITEM # 4 (4 CHAINLINK FENCE)	1.000	LS		15,119.08	\$ 15,119.08	\$ 15,119.08	\$ 3,200.00	\$ 3,200.00	\$ 10,000.00	\$ 10,000.00	\$ 8,625.00	\$ 8,625.00
8100100	PERMANENT COVER	1.010	ACRE		2,020.00	\$ 2,000.00	\$ 2,020.00	\$ 3,300.00	\$ 3,333.00	\$ 2,640.00	\$ 2,666.40	\$ 2,760.00	\$ 2,767.60
8100200	TEMPORARY COVER	0.965	ACRE		750.00	\$ 1,485.15	\$ 750.00	\$ 2,200.00	\$ 1,111.00	\$ 2,100.00	\$ 1,080.30	\$ 2,185.00	\$ 1,103.43
8104005	FERTILIZER (NITROGEN)	101.000	LB		151.50	\$ 1.50	\$ 151.50	\$ 2.20	\$ 222.20	\$ 4.40	\$ 444.40	\$ 4.60	\$ 464.60
8104010	FERTILIZER (PHOSPHORIC ACID)	101.000	LB		151.50	\$ 1.50	\$ 151.50	\$ 2.20	\$ 222.20	\$ 4.40	\$ 444.40	\$ 4.60	\$ 464.60
8104015	FERTILIZER (POTASH)	101.000	LB		151.50	\$ 1.50	\$ 151.50	\$ 2.20	\$ 222.20	\$ 4.40	\$ 444.40	\$ 4.60	\$ 464.60
8105005	AGRICULTURAL GRANULAR LIME	2,020.000	LB		707.00	\$ 0.35	\$ 707.00	\$ 2.20	\$ 4,444.00	\$ 0.35	\$ 1,111.00	\$ 0.60	\$ 1,212.00
8109050	SELECTIVE WATERING	54,300.000	GAL		5,430.00	\$ 0.10	\$ 5,430.00	\$ 0.28	\$ 15,204.00	\$ 0.10	\$ 5,430.00	\$ 0.15	\$ 8,145.00
8109901	MOWING	3.000	ACRE		1,363.50	\$ 450.00	\$ 1,363.50	\$ 825.00	\$ 2,493.75	\$ 880.00	\$ 2,666.40	\$ 920.00	\$ 2,767.60
8110001	LANDSCAPING	1.000	LS		43,956.60	\$ 43,956.60	\$ 43,956.60	\$ 63,657.12	\$ 63,657.12	\$ 56,537.60	\$ 56,537.60	\$ 77,111.60	\$ 77,111.60
8151205	HYDRAULIC EROSION CONTROL PRODUCT (HECP) - TYPE 3	1.515	ACRE		4,303.49	\$ 2,840.59	\$ 4,303.49	\$ 3,950.00	\$ 5,822.75	\$ 4,400.00	\$ 6,666.00	\$ 4,554.00	\$ 6,899.31
8192004	INLET STRUCTURE FILTER - TYPE F (WEIGHTED)	434.000	LF		3,686.00	\$ 8.50	\$ 3,686.00	\$ 11.00	\$ 4,774.00	\$ 12.00	\$ 5,208.00	\$ 34.50	\$ 14,973.00
8192005	INLET STRUCTURE FILTER - TYPE F (NON-WEIGHTED)	434.000	LF		3,686.00	\$ 8.50	\$ 3,686.00	\$ 11.00	\$ 4,774.00	\$ 12.00	\$ 5,208.00	\$ 34.50	\$ 14,973.00
8193000	SILT FENCE	5,965.000	LF		14,912.90	\$ 2.50	\$ 14,912.90	\$ 3.30	\$ 19,884.50	\$ 3.00	\$ 17,895.00	\$ 2.30	\$ 13,719.50

Bid Tabs

Richland Co. Sales Tax Transportation Improvement Program



GREENE ST. PHASE II

ITEM #	DESCRIPTION	TOTAL PROJECT QUANTITY	UNITS	ENGINEER'S ESTIMATE		CROWDER CONSTRUCTION		KEWIT INFRASTRUCTURE SOUTH		CHEROKEE, INC.		McCLAM	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
815090	REPLACE/REPAIR SILT FENCE	597.000	LF	\$ 3.00	\$ 1,791.00	\$ 4.40	\$ 2,626.80	\$ 7.00	\$ 4,179.00	\$ 5.70	\$ 3,402.90		
8154010	CLEANING SILT BASINS	54.250	CY	10.00	542.50	11.00	596.75	10.00	542.50	28.80	1,562.40		
8154650	REMOVAL OF SILT RETAINED BY SILT FENCE	1,491.000	LF	3.00	4,473.00	8.90	13,269.90	4.40	6,560.40	4.60	6,868.60		
8156210	INLET STRUCTURE FILTER - TYPE B	5.000	EA	300.00	1,500.00	275.00	1,375.00	300.00	1,500.00	431.25	2,156.25		
8156490	STABILIZED CONSTRUCTION ENTRANCE	825.000	SY	20.00	16,500.00	30.00	24,750.00	17.00	14,025.00	40.25	33,206.25		
890546	PERMANENT GROUND MOUNTED SIGNS (RICHLAND PENNY)	72.000	SF	37.34	2,688.48	27.50	1,980.00	40.00	2,880.00	11.50	828.00		
890579	THIN GRANITE COBBLES	168.000	SF	30.25	5,082.00	52.50	8,820.00	33.00	5,544.00	32.20	5,409.60		
890580	42" RAILING	1,322.000	LF	299.06	398,347.92	420.00	559,440.00	200.00	266,400.00	109.30	145,387.60		
890581	RAILING WITH INTEGRATED HANDRAIL	82.000	LF	299.05	24,522.10	420.00	34,440.00	260.00	21,320.00	109.30	8,982.60		
890582	ABUTMENT WALL DRAINAGE SYSTEM	1.000	LS	12,845.94	12,845.94	165,000.00	165,000.00	15,000.00	15,000.00	25,000.00	25,000.00		
898945	SITE ELECTRICAL AND LIGHTING	1.000	LS	810,111.11	810,111.11	1,400,000.00	1,400,000.00	826,000.00	826,000.00	1,414,500.00	1,414,500.00		
899914	GRANITE BLOCK ON ROADWAY	15.000	EA	2,501.11	37,516.65	3,800.00	57,000.00	2,500.00	37,500.00	1,840.00	27,600.00		
899914	GRANITE BLOCK ON BRIDGE	8.000	EA	3,331.50	26,652.00	3,800.00	30,400.00	3,800.00	30,400.00	4,255.00	34,040.00		
998020	IRRIGATION SYSTEM	1.000	LS	66,096.00	66,096.00	140,000.00	140,000.00	70,000.00	70,000.00	63,250.00	63,250.00		
960708	THERMOPLASTIC PAVEMENT PAINT	949.000	SF	16.58	15,734.42	11.00	10,439.00	20.00	18,980.00	11.50	10,913.50		
960709	2" DIA. SCHEDULE 40 GALV. PIPE PAINTED POWDER GREY	216.000	LF	78.94	17,051.04	20.00	4,320.00	11.00	2,376.00	23.00	4,988.00		
960710	PAVER WALK AREA	5,824.000	SF	9.63	56,065.12	11.80	68,723.20	10.10	58,822.40	27.60	160,742.40		
960711	BRICK PAVE/BANDING	5,518.000	LF	25.00	137,950.00	38.80	214,088.40	19.00	104,842.00	26.50	146,227.00		
960712	GRANITE COBBLES	6,360.000	SF	30.24	192,326.40	32.75	208,290.00	33.00	209,880.00	19.90	126,564.00		
960713	BENCH WITHOUT BACK	10.000	EA	3,414.85	34,148.50	7,000.00	70,000.00	3,200.00	32,000.00	5,175.00	51,750.00		
960714	BENCH WITH BACK	8.000	EA	4,673.16	37,385.28	4,750.00	38,000.00	3,850.00	30,800.00	6,785.00	54,280.00		
960715	TRASH RECEPTACLE	19.000	EA	2,374.57	45,116.83	3,400.00	64,600.00	2,200.00	41,800.00	3,450.00	65,550.00		
960716	RECYCLE RECEPTACLE	6.000	EA	2,757.62	16,545.72	4,000.00	24,000.00	2,700.00	16,200.00	4,025.00	24,150.00		
960717	BIKE RACK	13.000	EA	1,320.87	19,771.31	1,350.00	17,550.00	1,050.00	13,650.00	1,437.50	18,887.50		
9607201	GRANITE CURB	1,522.000	LF	60.02	91,350.44	69.00	105,018.00	66.00	100,452.00	86.25	131,272.50		
	ROAD CLOSURE												
1031000	MOBILIZATION	1.000	LS	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	17,550.00	17,550.00		
1071000	TRAFFIC CONTROL	1.000	LS	1,947.01	1,947.01	27,000.00	27,000.00	20,000.00	20,000.00	48,140.00	48,140.00		
2023000	REMOVAL & DISPOSAL OF EXISTING PAVEMENT	1,372.000	SY	10.00	13,720.00	26.00	35,672.00	13.00	17,836.00	14.10	16,052.40		
2024100	REMOVAL & DISPOSAL OF EXISTING CURB	318.000	LF	10.00	3,180.00	22.00	6,996.00	7.50	2,385.00	14.10	4,483.80		
2027000	REMOVAL & DISPOSAL OF EXISTING CONCRETE	42.000	CY	120.00	5,040.00	322.00	13,524.00	110.00	4,620.00	117.00	4,914.00		
2031200	SITE EXCAVATION	1.000	LS	9,1816.89	9,1816.89	14,000.00	14,000.00	20,000.00	20,000.00	58,500.00	58,500.00		
3050106	GRADED AGGREGATE BASE COURSE (6" UNIFORM)	108.000	SY	25.00	2,700.00	27.00	2,916.00	24.00	2,592.00	17.60	1,900.80		
4030340	HMA SURFACE COURSE TYPE C	11.000	TONS	81.10	892.10	920.00	10,120.00	110.00	1,210.00	292.50	3,217.50		



GREENE ST. PHASE II

ITEM#	DESCRIPTION	TOTAL PROJECT QUANTITY	UNITS	ENGINEER'S ESTIMATE		CROWDER CONSTRUCTION		KIEWIT INFRASTRUCTURE SOUTH		CHEROKEE, INC.		McCLAM	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
		0.734											
4037000	HOT MIX ASPHL CONC. SURF. CR. FOR DITCH PAVING	1,908	TON	\$ 198.16	\$ 380.00	\$ 715.00	\$ 1,364.22	\$ 220.00	\$ 419.76	\$ 292.50	\$ 559.09		
6041200	BARRICADE - TYPE 3	202,000	LF	\$ 18.77	\$ 3,791.54	\$ 29.50	\$ 5,959.00	\$ 21.00	\$ 4,242.00	\$ 34.70	\$ 7,009.40		
6319505	REMOVAL OF PAVEMENT MARKINGS	281,000	LF	\$ 5.00	\$ 1,405.00	\$ 6.20	\$ 1,742.20	\$ 2.75	\$ 772.75	\$ 5.90	\$ 1,657.90		
6510105	FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	158,500	SF	\$ 16.66	\$ 2,640.61	\$ 36.50	\$ 6,102.25	\$ 18.20	\$ 2,884.70	\$ 29.25	\$ 4,636.13		
6631210	U-SECTION POST FOR SIGN SUPPORTS - 3P	244,000	LF	\$ 9.52	\$ 2,322.88	\$ 13.85	\$ 3,379.40	\$ 10.25	\$ 2,501.00	\$ 11.70	\$ 2,854.80		
7011400	CONC. FOR STRUCTURES - CLASS 4000	0.226	CY	\$ 1,077.70	\$ 239.00	\$ 1,800.00	\$ 361.60	\$ 5,500.00	\$ 1,243.00	\$ 3,510.00	\$ 793.26		
7149999	CLEANING EXISTING PIPE	157,000	LF	\$ 5.00	\$ 7,850.00	\$ 5.00	\$ 785.00	\$ 1,800.00	\$ 5,400.00	\$ 1,400.00	\$ 4,200.00	\$ 35.10	\$ 5,510.70
7197141	ADJUST UTILITY VALVE BOX WITH COVER	3,000	EA	\$ 500.00	\$ 1,500.00	\$ 500.00	\$ 1,500.00	\$ 25.00	\$ 75.00	\$ 234.00	\$ 702.00		
7203110	CONCRETE CURB AND GUTTER (1'-6" VERTICAL FACE	151,000	LF	\$ 30.00	\$ 4,530.00	\$ 26.10	\$ 3,941.10	\$ 44.00	\$ 7,788.00	\$ 28.10	\$ 4,243.10		
7204100	CONCRETE SIDEWALK (4" UNIFORM)	177,000	SY	\$ 47.32	\$ 8,375.64	\$ 61.75	\$ 10,829.75	\$ 11.00	\$ 3,344.00	\$ 35.00	\$ 10,640.00	\$ 21.10	\$ 6,414.40
8063200	80" CHAIN LINK FENCE	304,000	LF	\$ 18.00	\$ 5,472.00	\$ 33.00	\$ 10,092.00	\$ 7.450.00	\$ 12,270.15	\$ 13.00	\$ 4,706.00	\$ 8.424.00	\$ 13,874.33
8063400	72" SECURITY CHAIN LINK FENCE	660,000	LF	\$ 20.00	\$ 13,200.00	\$ 33.00	\$ 21,780.00	\$ 11.00	\$ 3,862.00	\$ 12.00	\$ 60.00	\$ 35.10	\$ 12,706.20
8131000	SCODDING	1,647	MSY	\$ 4,032.79	\$ 6,642.01	\$ 8.50	\$ 3,077.00	\$ 27.00	\$ 135.00	\$ 3.00	\$ 1,941.00	\$ 2.30	\$ 1,488.10
8152006	INLET STRUCTURE FILTER, TYPE F (NON-WEIGHTED)	392,000	LF	\$ 8.50	\$ 3,322.00	\$ 3.30	\$ 1,305.10	\$ 1,725.00	\$ 10,360.00	\$ 7,000.00	\$ 42,000.00	\$ 4,860.00	\$ 28,060.00
8152007	SEDIMENT TUBES FOR DITCH CHECKS	5,000	LF	\$ 2.50	\$ 1,250.00	\$ 81.00	\$ 405.00	\$ 60.00	\$ 3,480.00	\$ 29.30	\$ 1,699.40		
8153000	SILT FENCE	647,000	LF	\$ 1,500.00	\$ 9,705.00	\$ 1,500.00	\$ 9,705.00	\$ 400,000.00	\$ 400,000.00	\$ 400,000.00	\$ 400,000.00	\$ 691,642.60	\$ 691,642.60
9607202	REMOVAL AND REPLACEMENT OF LIGHT POLES	6,000	EA	\$ 26.17	\$ 1,570.20	\$ 173.40	\$ 1,040.40	\$ 22.42	\$ 1,346.52	\$ 15.00	\$ 90.00	\$ 40.25	\$ 2,410.75
9607203	6" PIPE FOR DRAINAGE	58,000	LF	\$ 8.01	\$ 4,645.80	\$ 6.30	\$ 3,639.00	\$ 3.00	\$ 1,800.00	\$ 14.00	\$ 812.00	\$ 40.25	\$ 2,352.00
	BRIDGE												
1030100	MOBILIZATION	1,000	EA	\$ 400,000.00	\$ 400,000.00	\$ 500,000.00	\$ 500,000.00	\$ 212,000.00	\$ 212,000.00	\$ 691,642.60	\$ 691,642.60	\$ 1,839,425.12	\$ 1,839,425.12
2041005	STRUCTURE EXCAVATION FOR RETAINING WALL	3,355,000	CY	\$ 22.42	\$ 75,219.10	\$ 3.00	\$ 10,065.00	\$ 15.00	\$ 50,325.00	\$ 40.25	\$ 135,038.75		
2045500	WET & DRY EXCAVATION FOR BRIDGES	3,515,000	CY	\$ 31.68	\$ 111,355.20	\$ 3.00	\$ 10,545.00	\$ 14.00	\$ 49,210.00	\$ 40.25	\$ 141,479.75		
6759275	FURNISH & INSTALL 1.0" SCHEDULE 80 PVC CONDUIT	668,000	LF	\$ 8.01	\$ 5,350.68	\$ 6.30	\$ 4,212.60	\$ 6.50	\$ 4,342.00	\$ 20.25	\$ 13,527.00		
6759278	FURNISH & INSTALL 2.0" SCHEDULE 80 PVC CONDUIT	3,284,000	LF	\$ 9.38	\$ 30,809.92	\$ 5.20	\$ 17,076.80	\$ 6.50	\$ 21,346.00	\$ 25.60	\$ 84,070.40		
7011400	CONCRETE FOR STRUCTURE - CLASS 4000	1,419,200	CY	\$ 1,200.00	\$ 1,703,040.00	\$ 905.00	\$ 1,284,976.00	\$ 1,075.00	\$ 1,525,640.00	\$ 1,296.10	\$ 1,839,425.12		
7020300	COMPRESSION SEAL JOINT	145,000	LF	\$ 173.40	\$ 25,143.00	\$ 610.00	\$ 88,450.00	\$ 125.00	\$ 18,125.00	\$ 247.25	\$ 35,851.25		
7023200	GROOVED SURFACE FINISH	774,000	SY	\$ 6.72	\$ 5,201.28	\$ 12.00	\$ 9,288.00	\$ 6.00	\$ 4,644.00	\$ 19.10	\$ 14,783.40		
7031200	REINFORCING STEEL FOR STRUCTURE (BRIDGE)	298,752,000	LBS	\$ 1.18	\$ 352,527.36	\$ 1.50	\$ 448,128.00	\$ 480.00	\$ 1,404,000.00	\$ 1.45	\$ 433,190.40		
7044501	PRESTRESSED CONCRETE BULB TEE BEAM (54" MODIFIED)	2,900,000	LF	\$ 401.85	\$ 1,165,365.00	\$ 600.00	\$ 1,740,000.00	\$ 75,000.00	\$ 75,000.00	\$ 40,026.90	\$ 40,026.90		
7094000	STRUCTURE DRAINAGE SYSTEM	1,000	LS	\$ 29,493.75	\$ 29,493.75	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 320.30	\$ 320.30	\$ 796,690.00	\$ 796,690.00
7110001	DYNAMIC PILE ANALYZER TEST SET-UP	4,000	EA	\$ 2,737.06	\$ 10,948.24	\$ 1,500.00	\$ 6,000.00	\$ 2,800.00	\$ 11,200.00	\$ 1,430.60	\$ 5,722.40		
7110010	PILE DRIVING SET-UP	62,000	EA	\$ 1,500.00	\$ 93,000.00	\$ 925.00	\$ 57,350.00	\$ 2,000.00	\$ 124,000.00	\$ 1,955.00	\$ 121,210.00		
7111565	REINFORCING PILE TIPS (HP14X69)	62,000	EA	\$ 138.36	\$ 8,579.32	\$ 125.00	\$ 7,750.00	\$ 350.00	\$ 21,700.00	\$ 27.485	\$ 1,704.70		
7112230	STEEL H BEARING PILING (HP14X69)	1,964,000	LF	\$ 77.35	\$ 151,915.40	\$ 72.00	\$ 141,408.00	\$ 51.00	\$ 100,164.00	\$ 109.40	\$ 214,861.60		



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Greene St. Improvements Phase 2
 Date: August 14, 2019
 Meeting Time: 2:00 PM

NAME/Business	EMAIL	PHONE
Pate Collier / Richland PDT	dcollier@richlandpenny.com	803-717-6258
Taylor Nealey / PDT	tnealey@richlandpenny.com	720-0153
Brian King / Richland PDT	hking@richlandpenny.com	803-351-5289
RETE WEBER / DANÉ CONSTRUCTION	PETE@DANECONSTRUCTION.COM	704-614-3943
Karen Jackson / C.B. Jackson	KJACKSON@C.B.JACKSON.COM	803-216-7000
Cheryl Lubin	slub@lubin789@gmail.com	803-846-3090
JUSTIN SHERY	JUSTIN.SHERY@SCM.COM	803-217-2444
Jason Stiteler / Kiewit Infrastructure	jason.stiteler@kiewit.com	404-6358-4607
GERARD WALKER / Richland POT	gwalker@richlandpenny.com	803-726-6151
Cheryl Cook / OSBO	cook.cheryl@richlandcountysc.gov	576-1540



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Greene St. Improvements Phase 2
 Date: August 14, 2019
 Meeting Time: 2:00 PM

NAME/Business	EMAIL	PHONE
Sloan Construction Co. Wendy Thompson Sloan Construction Co Alan Harrison	Thompsonw@sloancc.net	803-376-1240 (6) 803-940-8231 (M)
MIKELACOLA AOS SPECIALTY CONTRACTORS INC	AHARRISON@ReevesCC.com mlacola@aoss.org	864-505-3028 240-447-1534 - CELL 803-798-6031 - O
DOMINION Dominion energy	jason.evans@SCANA.com	803-217-6353
Palmetto Corp - Lou Almonte	LALMONTE@PALMETTOCORP.com	843-365-2156
Decker Driesen - Cheskie, Inc.	deckerdriesen@cheshire-nc.com	(803) 776-4870
ED OWENS - HDR	Edowno.Owens@HDR.com	803-730-8412
Kevin Washington	KWashington@Tessentel.com	803-467-2373
Mark Cotterill	mark@grimballcotterill.com	803/738/9525
Yolanda Davis	davis.yolanda@RichlandCountySC.gov	803 576 2127



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Greene St. Improvements Phase 2
 Date: August 14, 2019
 Meeting Time: 2:00 PM

NAME/Business	EMAIL	PHONE
Cor Deija Horne / OSBO	horne.cordeja@richlandcountysc.gov	570-1540
Ryan Taylor / Taylor Brothers	ryantaylorbrotherssc.com	803-513-2566
Phett Adams / J. Moore Elec	jmoelectrical@jmoore.net	803-568-4734
Woody Moore / J. Moore	woodymoore0407@gmail.com	803 917 8897
Rebecca Connelly / PDT Utility	rconnelly@richlandpenny.com	803-605-2389
Justin Trone / McClam	jttrone@mcclam.net	803 345 9194
Brian McCarter / SC DOT	mccarterb@scdot.org	803-786-0706
John DeRugen / Republic Contracting	john.derugen@republiccontracting.com	803-783-4920



TRANSPORTATION PROGRAM

SIGN IN SHEET

Project: Greene St. Improvements Phase 2
 Date: August 14, 2019
 Meeting Time: 2:00 PM

NAME/Business	EMAIL	PHONE
CROWDER CONSTRUCTION Co, HANS C. McDONALD	HMcDONALD@Crowderusa.com	704-348-1392
Michelle Rosenthal RC OSD	ROSENTHAL.MICHELLE@RICHLANDCOUNTYVA.GOV	803-576-1514
Andy Castro	Andy.Castro@hdmins.com	803 509-6625
Michael Shen	michael.shen@columbiavc.gov	803 545-3327
Ali Eliadorani		
Palmetto Sitework Services	KHoller@pswrllc.com	(803) 536-3143 Office (803) 662-4754 Cell
Walker H Deierlein Republic Contracting	wdeierlein@republiccontracting.com	803 609-1770

Print this page

Board: Commercial Contractors

CROWDER CONSTRUCTION COMPANY

6425 BROOKSHIRE BLVD
CHARLOTTE, NC 28216
(704) 372-3541

License number: 13322
License type: GENERAL CONTRACTOR
Status: ACTIVE
Expiration: 10/31/2020
First Issuance Date: 01/06/1992
Classification: BD5 AP5 CP5 GD5 BR5 HI5 HY5 WL5 WP5
Qualified By: Financial Statement
President / Owner: OTIS A. CROWDER

[Click here for Classification definitions and licensee's contract dollar limit](#)

Supervised By

- [O'LEARY THOMAS \(COG\)](#)
- [MCINTYRE JOHN \(COG\)](#)
- [COCHRAN GREGORY \(COG\)](#)
- [WARD CHARLES \(COG\)](#)
- [ELLIS GEORGE \(COG\)](#)
- [CROWDER W \(COG\)](#)

[File a Complaint against this licensee](#)

Board Public Action History:

View Orders

View Other License for this Person

No Orders Found

CURRENT CLASSIFICATION ABBREVIATIONS and PROJECT/DOLLAR LIMITATIONS

The two-letters on a license indicates the designated classification(s) of work (i.e. **BD3**); the number behind the letters indicates their designated dollar limit per contract (i.e. **BD3**); see classifications & project/dollar limits below:

GENERAL CONTRACTOR classifications	MECHANICAL CONTRACTOR classifications
Asphalt Paving AP	Air Conditioning AC
Boiler Installation BL	Electrical EL
Boring & Tunneling (no technical exam) BT	Heating HT
Bridges BR	Lightning Protection LP
Building (BD, LB, UB) * BD	Packaged Equipment PK
Concrete CT	Plumbing PB
Concrete Paving CP	Pressure and Process Piping **** 1P/2P
General Roofing GR	Refrigeration RG
Glass & Glazing GG	
Grading GD	
Highway ** HY	
Highway Incidental (no technical exam) HI	
Interior Renovation (no technical exam) IR	
Marine MR	
Masonry (no technical exam) MS	
Pipelines PL	
Pre-Engineered Metal Buildings MB	
Public Electrical Utility *** 1U/2U	
Railroad (no technical exam) RR	
Specialty Roofing SR	
Structural Framing SF	
Structural Shapes (no technical exam) SS	
Swimming Pools SP	
Water & Sewer Lines WL	
Water & Sewer Plants WP	
Wood Frame Structures WF	

- * **Building (BD):** includes GR, IR, MB, MS, SS, WF.
 "LB" - qualifier took Limited Building exam - can only apply as Group #1, #2, or #3; cannot work over 3 stories.
 "UB" - qualifier took Unlimited Building exam.
- ** **Highway (HY):** includes AP, CP, BR, GD, HI.
- *** **Public Electrical Utility (1U/2U):** "1U" given to those licensed prior to 4/1/99 and can engage in stadium lighting work. "2U" given to those licensed after 4/1/99 and cannot engage in stadium lighting work.
- **** **Pressure and Process Piping (1P/2P):** "1P" given to those licensed prior to 4/1/99 and can engage in boiler work; "2P" given to those licensed after 4/1/99 and cannot engage in boiler work.

*** DOLLAR LIMITATIONS AND NET WORTH/SURETY BOND REQUIREMENTS***

GENERAL CONTRACTORS				MECHANICAL CONTRACTORS			
Group#	\$ Limit per Contract	Net Worth/ Total Equity	Surety Bond Amount	Group #	\$ Limit per Contract	Net Worth/ Total Equity	Surety Bond Amount
Group #1	\$50,000	\$10,000	\$20,000	Group #1	\$17,500	\$3,500	\$7,000
Group #2	\$200,000	\$40,000	\$80,000	Group #2	\$50,000	\$10,000	\$20,000
Group #3	\$500,000	\$100,000	\$200,000	Group #3	\$100,000	\$20,000	\$40,000
Group #4	\$1,500,000	\$175,000	\$350,000	Group #4	\$200,000	\$40,000	\$80,000
Group #5	\$Unlimited	\$250,000	\$500,000	Group #5	\$Unlimited	\$200,000	\$400,000

Revised 06/2018

THE SLBE PARTICIPATION GOAL FOR THIS PROJECT IS: 8.1%

\$1,303,646.89

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
The Tolleson Limited Company	305 Stoneridge Drive, Suite A, Columbia SC 29210	393570	Flatwork	1.0000	LS	\$80,730.00	\$80,730.00
The Tolleson Limited Company	306 Stoneridge Drive, Suite A, Columbia SC 29210	393680	Flatwork	1253.0000	LF	\$28.98	\$36,311.94
The Tolleson Limited Company	307 Stoneridge Drive, Suite A, Columbia SC 29210	393681	Flatwork	5230.0000	LF	\$31.62	\$165,372.60
The Tolleson Limited Company	309 Stoneridge Drive, Suite A, Columbia SC 29210	393682	Flatwork	6351.0000	SY	\$47.26	\$300,148.26
The Tolleson Limited Company	310 Stoneridge Drive, Suite A, Columbia SC 29210	393683	Flatwork	356.0000	SF	\$51.75	\$18,423.00
The Tolleson Limited Company	311 Stoneridge Drive, Suite A, Columbia SC 29210	393684	Flatwork	580.0000	SY	\$72.45	\$42,021.00
The Tolleson Limited Company	312 Stoneridge Drive, Suite A, Columbia SC 29210	393685	Flatwork	1648.0000	SY	\$144.90	\$238,795.20
The Tolleson Limited Company	313 Stoneridge Drive, Suite A, Columbia SC 29210	386096	Flatwork	177.0000	SY	\$47.26	\$8,365.02
The Tolleson Limited Company	313 Stoneridge Drive, Suite A, Columbia SC 29210	393570	Pavement Striping	1.0000	LS	\$8,176.50	\$8,176.50
The Tolleson Limited Company	314 Stoneridge Drive, Suite A, Columbia SC 29210	393601	Pavement Striping	1350.0000	LF	\$1.03	\$1,390.50
The Tolleson Limited Company	315 Stoneridge Drive, Suite A, Columbia SC 29210	393602	Pavement Striping	132.0000	LF	\$2.07	\$273.24
The Tolleson Limited Company	316 Stoneridge Drive, Suite A, Columbia SC 29210	393603	Pavement Striping	1244.0000	LF	\$0.50	\$622.00

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
The Tolleson Limited Company	317 Stoneridge Drive, Suite A, Columbia SC 29210	393604	Pavement Striping	2409.0000	LF	\$1.03	\$2,481.27
The Tolleson Limited Company	318 Stoneridge Drive, Suite A, Columbia SC 29210	393605	Pavement Striping	227.0000	LF	\$6.78	\$1,539.06
The Tolleson Limited Company	319 Stoneridge Drive, Suite A, Columbia SC 29210	393606	Pavement Striping	760.0000	LF	\$4.31	\$3,275.60
The Tolleson Limited Company	320 Stoneridge Drive, Suite A, Columbia SC 29210	393607	Pavement Striping	7083.0000	LF	\$0.35	\$2,479.05
The Tolleson Limited Company	321 Stoneridge Drive, Suite A, Columbia SC 29210	393608	Pavement Striping	1350.0000	LF	\$0.95	\$1,282.50
The Tolleson Limited Company	322 Stoneridge Drive, Suite A, Columbia SC 29210	393609	Pavement Striping	132.0000	LF	\$1.47	\$194.04
The Tolleson Limited Company	323 Stoneridge Drive, Suite A, Columbia SC 29210	393610	Pavement Striping	1061.0000	LF	\$1.18	\$1,251.98
The Tolleson Limited Company	324 Stoneridge Drive, Suite A, Columbia SC 29210	393611	Pavement Striping	2409.0000	LF	\$2.24	\$5,396.16
The Tolleson Limited Company	325 Stoneridge Drive, Suite A, Columbia SC 29210	393612	Pavement Striping	227.0000	LF	\$1.29	\$292.83
The Tolleson Limited Company	326 Stoneridge Drive, Suite A, Columbia SC 29210	393613	Pavement Striping	760.0000	LF	\$9.41	\$7,151.60
The Tolleson Limited Company	327 Stoneridge Drive, Suite A, Columbia SC 29210	393614	Pavement Striping	21.0000	EA	\$159.84	\$3,356.64
The Tolleson Limited Company	328 Stoneridge Drive, Suite A, Columbia SC 29210	393615	Pavement Striping	12.0000	EA	\$133.21	\$1,598.52
The Tolleson Limited Company	329 Stoneridge Drive, Suite A, Columbia SC 29210	393616	Pavement Striping	4.0000	EA	\$251.36	\$1,005.44

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
The Tolleson Limited Company	330 Stoneridge Drive, Suite A, Columbia SC 29210	393617	Pavement Striping	7083.0000	LF	\$0.84	\$5,949.72
The Tolleson Limited Company	331 Stoneridge Drive, Suite A, Columbia SC 29210	393618	Pavement Striping	10.0000	EA	\$326.02	\$3,260.20
The Tolleson Limited Company	332 Stoneridge Drive, Suite A, Columbia SC 29210	393619	Pavement Striping	10.0000	EA	\$165.60	\$1,656.00
The Tolleson Limited Company	333 Stoneridge Drive, Suite A, Columbia SC 29210	393620	Pavement Striping	4.0000	EA	\$310.50	\$1,242.00
The Tolleson Limited Company	334 Stoneridge Drive, Suite A, Columbia SC 29210	393621	Pavement Striping	70.0000	EA	\$5.64	\$394.80
The Tolleson Limited Company	335 Stoneridge Drive, Suite A, Columbia SC 29210	393622	Pavement Striping	147.0000	EA	\$7.76	\$1,140.72
The Tolleson Limited Company	336 Stoneridge Drive, Suite A, Columbia SC 29210	393623	Pavement Striping	470.0000	LF	\$6.21	\$2,918.70
The Tolleson Limited Company	337 Stoneridge Drive, Suite A, Columbia SC 29210	393624	Pavement Striping	1176.0000	LF	\$12.61	\$14,829.36
The Tolleson Limited Company	338 Stoneridge Drive, Suite A, Columbia SC 29210	393719	Pavement Striping	949.0000	SF	\$16.56	\$15,715.44
Taylor Brothers Construction Company Inc	2201 Atlas Road, Columbia SC 29209	393570	Grading	1.0000	LS	\$10,000.00	\$10,000.00
Taylor Brothers Construction Company Inc	2202 Atlas Road, Columbia SC 29209	393582	Grading	2258.0000	SY	\$10.00	\$22,580.00
Taylor Brothers Construction Company Inc	2203 Atlas Road, Columbia SC 29209	393583	Grading	2055.0000	LF	\$10.00	\$20,550.00
Taylor Brothers Construction Company Inc	2204 Atlas Road, Columbia SC 29209	393584	Grading	5720.0000	SY	\$10.00	\$57,200.00
Total:							\$1,303,646.89

SLBE Name	SLBE Address	Item Number	Description	Quantity	Units	Unit Price	Extension
Taylor Brothers Construction Company Inc	2205 Atlas Road, Columbia SC 29209	393585	Grading	1068.0000	CY	\$7.00	\$7,476.00
Taylor Brothers Construction Company Inc	2206 Atlas Road, Columbia SC 29209	393587	Grading	8196.0000	SY	\$5.00	\$40,980.00
Taylor Brothers Construction Company Inc	2207 Atlas Road, Columbia SC 29209	393589	Grading	6495.0000	SY	\$20.00	\$129,900.00
Taylor Brothers Construction Company Inc	2208 Atlas Road, Columbia SC 29209	393709	Grading	825.0000	SY	\$20.00	\$16,500.00
Taylor Brothers Construction Company Inc	2209 Atlas Road, Columbia SC 29209	386081	Grading	1372.0000	SY	\$10.00	\$13,720.00
Taylor Brothers Construction Company Inc	2210 Atlas Road, Columbia SC 29209	386082	Grading	318.0000	LF	\$10.00	\$3,180.00
Taylor Brothers Construction Company Inc	2211 Atlas Road, Columbia SC 29209	386083	Grading	42.0000	CY	\$60.00	\$2,520.00
Total:							\$1,303,646.89

Richland County Dirt Road Program – Program Summary

The 2012 Richland County Penny Sales Tax included an allocation \$45 million for the paving of county-maintained dirt roads. County records reflect an inventory of 596 dirt roads encompassing an approximate total of 223 miles of roadway. Upon inception of the Penny Sales Tax Program, county staff developed a ranking system, based on Richland County dirt road paving ordinances, prioritizing all of the roads in the county by district. Previously designed projects (designs funded through CTC, CDBG, other funds, etc.) were placed in a “Program Start” category; rights of way acquisitions and construction packages were then developed and advertised for these roads as they were completed. A “Years 1-2” and “Years 3-4” funding lists were also developed per the priority and ranking criteria and prorated by district. All other roads were assumed and noted as “Unfunded” – these roads were assumed not likely to be developed or constructed under the Dirt Road Program allocation. See Table 1 for a breakdown of the number of roads and mileage included in these funding categories.

Table 1: Program Start, Years 1-4 & Unfunded Roads (Roads and Mileage)

Funding Category	No. of Roads	Miles (approx.)
Program Start	48	10
Years 1-2	144	29
Years 3-4	97	28
Unfunded	307	156
Total	596	223

To-date, construction packages B, C, D, E, F, G, H, I, J and TIC1 (package A was originally withdrawn and advertised with package B) have been procured. A total of 50 roads have been completed to-date (approx. 8.6 miles). Packages G, H, I & J are currently under construction with G & H approaching completion. A future construction package (Package K) is in development for anticipated advertisement in late 2019 including up to 8 additional roads (approx. 2 miles). Future construction packages can be developed (by the county) as project designs, rights of way acquisitions and permitting approvals are completed and documented.

In regards to project development, including design, rights of way acquisitions and permitting, all projects within the original “Years 1-2” and “Years 3-4” funding are currently in some phase of design or rights of way development excepting the last (38) roads within the “Years 3-4” program that are recommended to be moved forward from recent consent-denial results and (21) roads within the “Years 1-2” program that will need evaluation and redesign (originally included in the previous Dirt Road Program Manager’s contract, 2015 -2017). Table 2 below provides a current snapshot of the Dirt Road Program by funding category.

Table 2: Snapshot of Dirt Road Program (as of 9/12/19)

Funding Category	No. of Roads	Dropped	Construction Complete	In Construction	For Procurement	Design/ R/W	For Redesign	Planning Phase
Program Start	48	18	30	-	-	-	-	-
Years 1-2	144	82	20	16	3	2	21	-
Years 3-4	97	33	2*	-	5	19	-	38
Unfunded	307	-	-	-	-	-	-	-
Totals	596	133	50	16	8	21	21	38

Notes:

1. 2* roads shown as construction complete under Years 3-4 were previously paved (not funded by the Penny sales tax) and therefore not included in the total complete
2. In construction includes Packages G, H, I & J
3. Procurement includes Package K
4. For Dropped, see notes below; (1) road included under Years 3-4 is technically “on-hold” due to litigation
5. Planning Phase includes the remaining (38) roads in the original Years 3-4 funding category that recently completed the consent-denial process
6. For Redesign includes specific roads in the Years 1-2 funding category (developed by previous Dirt Road Program Manager) that will require evaluation and redesign

It is noted that those roads labeled as “dropped” are reflective of one or more of the following scenarios;

- Roads that did not pass the consent-denial process (25% or greater denials);
- Rights of way refusals by property owners where rights of way is needed (during rights of way acquisition process);
- Property issues (heirs properties / probate) and / or litigation;
- Staff recommendations (connectivity, maintenance issues, abandoned properties, etc).

Statistically, up to 50% of roads in each design contract have been dropped, or deferred, as a result of the issues stated above. Table 3 below provides a break-down of those roads reflected as “dropped”.

Table 3: Program Break-down of “Dropped” Roads

Funding Category	Consent-Denial	R/W Refusals	Property Issues	Staff Recommendations
Program Start	-	18	-	-
Years 1-2	41	27	11	3
Years 3-4	14	7	2	10
Unfunded	-	-	-	-
Total	55	52	13	13

Notes:

1. (1) Road shown under “Property Issues” for Years 3-4 in included in this category because the project is on-hold due to pending litigation with a property owner. Per county attorney, no work to be performed (including design, field reviews, etc) unless, or until legal issues have been resolved.
2. See attachments for comprehensive listing of dropped roads, including project exhibits.

The Dirt Road Program was allocated a total of \$45 million as part of the 2012 referendum. To-date, approximately \$22.5 million has been paid and / or committed to active contracts (includes latest Package J) for design and construction services. Therefore, the program funding is approximately 50% committed. Of the remaining \$22.5 million within the allocated budget, approximately \$19.5 million is anticipated for future construction contracts. The residual \$3 million would be anticipated to cover any additional design services (including rights of way services), program management, utility relocations (where prior rights exist and as applicable per SC Utility Law) and CE&I (construction engineering and inspection) services.

Attachment A: Listing of Dropped Roads

Current Name	District	Program	Project Status
Alley Rd	1	Program Start	Removed from Const Package - C
Anna Sites Rd	1	Years 1 and 2	Dropped from Consent-Denial
Bailey Slice Rd	1	Years 1 and 2	Dropped from Consent-Denial
Broad Bluff Ct	1	Years 1 and 2	Dropped from Consent-Denial
Broad Bluff Pt	1	Years 3 and 4	Dropped from Consent-Denial
Buddy Eargle Rd	1	Years 1 and 2	Dropped from Consent-Denial
Eastview Dr	1	Years 1 and 2	Dropped, Refused by Property Owner
George Addy Rd	1	Program Start	Refused by Property Owner
George Chapman Rd	1	Years 3 and 4	Dropped from Consent-Denial
George Lowman Rd	1	Years 1 and 2	Dropped from Consent-Denial
Henry Clark Rd	1	Years 1 and 2	Dropped from Consent-Denial
Hermes Rd	1	Program Start	Refused by Property Owner
Hrinda Way	1	Years 1 and 2	Dropped from Consent-Denial
Jim Addy Rd	1	Years 1 and 2	Dropped, Refused by Property Owner
Jim Eleazer Rd	1	Program Start	Removed from Const Package - C
Lum Rd	1	Years 3 and 4	Dropped from Consent-Denial
Peachtree Dr	1	Years 1 and 2	Dropped, Refused by Property Owner
Pebble Shore Rd	1	Years 1 and 2	Dropped, Refused by Property Owner
Ralph Counts Dr	1	Years 1 and 2	Dropped from Consent-Denial
Riddle Landing Rd	1	Years 1 and 2	Dropped from Consent-Denial
River Oaks Rd	1	Program Start	Refused by Property Owner
Sid Eargle Rd	1	Years 1 and 2	Dropped, Property Issues
Thelma Hicks Rd	1	Years 1 and 2	Dropped, Refused by Property Owner
Timmons Rd	1	Years 1 and 2	Dropped from Consent-Denial
Walter McCartha Rd	1	Years 1 and 2	Dropped from Consent-Denial
Wilbur Bickley Rd	1	Years 1 and 2	Dropped from Consent-Denial
Willard Bouknight Rd	1	Years 1 and 2	Dropped from Consent-Denial
Allen Kelly Ct	2	Years 1 and 2	Dropped from Consent-Denial
Bettys Ln	2	Years 1 and 2	Dropped, Refused by Property Owner
Braziel Hill Rd	2	Years 1 and 2	Dropped from Consent-Denial
Breazio Rd	2	Years 3 and 4	Dropped, Staff Recommendation
Bruton Rd	2	Years 3 and 4	Dropped from Consent-Denial
Earheart Road	2	Years 1 and 2	Dropped from Consent-Denial
Edward View Rd	2	Years 1 and 2	Dropped from Consent-Denial
Elton Walker Rd	2	Years 1 and 2	Dropped, Refused by Property Owner
Emma Rd	2	Years 1 and 2	Dropped from Consent-Denial
George Robertson Rd	2	Years 3 and 4	Dropped, Refused by Property Owner
Jasper Lykes Ln	2	Years 1 and 2	Dropped, Property Issues
Kelly Cir	2	Years 1 and 2	Dropped from Consent-Denial
Larkin Ct	2	Program Start	Refused by Property Owner
Lorick Rd	2	Years 1 and 2	Dropped from Consent-Denial
N Hask Jacobs Rd	2	Years 3 and 4	Dropped, Refused by Property Owner
Roy Corbett Rd	2	Years 3 and 4	Dropped from Consent-Denial
Russ Brown Rd	2	Years 3 and 4	Dropped from Consent-Denial
Shadow Mist Ln	2	Years 1 and 2	Dropped, Refused by Property Owner
Suber Rd	2	Years 1 and 2	Dropped, Refused by Property Owner
Wages Rd	2	Years 1 and 2	Dropped, Refused by Property Owner
Walters Trl	2	Years 1 and 2	Dropped from Consent-Denial
Fairwold St	3	Years 1 and 2	Dropped from Consent-Denial
Hanson Ave	3	Program Start	Refused by Property Owner
Crest St	4	Years 1 and 2	Dropped from Consent-Denial
Lavender St	4	Program Start	Refused by Property Owner
Allen St	7	Program Start	Refused by Property Owner
Barbara Dr	7	Years 3 and 4	Dropped, Staff Recommendation
Bisbane Rd	7	Years 3 and 4	Dropped, Refused by Property Owner
Carrie Anderson Rd	7	Years 1 and 2	Dropped from Consent-Denial
Dawning Ln	7	Years 1 and 2	Dropped, Refused by Property Owner
Dorichlee Ln	7	Program Start	Refused by Property Owner
Eastover St	7	Program Start	Refused by Property Owner
Goff Rd	7	Years 1 and 2	Dropped from Consent-Denial
Jilda Dr	7	Years 1 and 2	Dropped from Consent-Denial
Jilda Dr	7	Years 3 and 4	Dropped, Staff Recommendation
Lincoln Rd	7	Years 1 and 2	Dropped, Property Issues
Lonesome Pine Trl	7	Years 3 and 4	Dropped from Consent-Denial
New Hope Dr	7	Years 1 and 2	Dropped, Refused by Property Owner
Roosevelt Rd	7	Years 1 and 2	Dropped, Property Issues
Summer Crest Rd	7	Years 1 and 2	Dropped from Consent-Denial
Valarie Rd	7	Years 1 and 2	Dropped, Staff Recommendation
Wild Goose Rd	7	Years 3 and 4	Dropped from Consent-Denial
Barney Ln	8	Years 3 and 4	Dropped, Refused by Property Owner
Adams Pond Rd	9	Years 3 and 4	Dropped, Refused by Property Owner
Casa Loma St	9	Program Start	Refused by Property Owner
Laura Ln	9	Years 1 and 2	Dropped from Consent-Denial
Nature Trl	9	Years 3 and 4	On-Hold
Pierce Rd	9	Program Start	Refused by Property Owner
Anderson Street	10	Years 1 and 2	Dropped, Refused by Property Owner
Barberville Loop	10	Years 1 and 2	Dropped, Refused by Property Owner
Bluff Oaks Rd	10	Years 1 and 2	Dropped, Refused by Property Owner
Calvin Mays Rd	10	Years 1 and 2	Dropped, Property Issues
Coley Rd	10	Years 1 and 2	Dropped from Consent-Denial
Doretha Ln	10	Years 1 and 2	Dropped, Refused by Property Owner
Flatrock Arch	10	Years 3 and 4	Dropped, Staff Recommendation
Frasier St	10	Years 1 and 2	Dropped, Property Issues
Friend Way Rd	10	Years 3 and 4	Dropped, Staff Recommendation
Gene Dr	10	Years 1 and 2	Dropped, Property Issues
George Washington Lane	10	Years 3 and 4	Dropped from Consent-Denial
Goffman Rd	10	Years 1 and 2	Dropped, Refused by Property Owner
Hampton Williams Rd	10	Years 3 and 4	Dropped, Refused by Property Owner
Harriet Dr	10	Years 3 and 4	Dropped, Staff Recommendation
Hastings Aly	10	Years 1 and 2	Dropped from Consent-Denial
Henry Thomas Rd	10	Years 1 and 2	Dropped from Consent-Denial
House Rd	10	Years 1 and 2	Dropped, Refused by Property Owner
Jackson Park Rd	10	Years 1 and 2	Dropped from Consent-Denial
Kingsman Rd	10	Years 1 and 2	Dropped, Refused by Property Owner
Lillie Rosa Cir	10	Years 1 and 2	Dropped, Staff Recommendation
Lyles Maple St	10	Years 1 and 2	Dropped from Consent-Denial
Mary St	10	Years 1 and 2	Dropped, Refused by Property Owner
Medlins Dr	10	Years 1 and 2	Dropped, Refused by Property Owner
Mickens Road	10	Years 1 and 2	Dropped, Property Issues
Old Creek Rd	10	Years 1 and 2	Dropped, Refused by Property Owner
Pine Thicket Cir	10	Years 1 and 2	Dropped from Consent-Denial
Pineboro Lane	10	Years 3 and 4	Dropped, Staff Recommendation
Poe St	10	Years 3 and 4	Dropped, Staff Recommendation
Prioleau Rd	10	Years 3 and 4	Dropped, Property Issues
Ravenbrook Rd	10	Years 3 and 4	Dropped, Staff Recommendation
S Perkins Rd	10	Years 1 and 2	Dropped, Refused by Property Owner
S Scott Rd	10	Years 1 and 2	Dropped, Refused by Property Owner
Sulton Johnson Rd	10	Years 1 and 2	Dropped, Property Issues
Sumpter Loop	10	Years 3 and 4	Dropped from Consent-Denial
Sumter Valley Rd	10	Program Start	Refused by Property Owner
Willow Wind Rd	10	Years 1 and 2	Dropped from Consent-Denial
Wood Cone Trl	10	Years 1 and 2	Dropped, Refused by Property Owner
Yelton Ln	10	Years 3 and 4	Dropped from Consent-Denial

Archie Rd	11	Years 1 and 2	Dropped from Consent-Denial
Billie Jacobs Rd	11	Years 1 and 2	Dropped, Staff Recommendation
Brawley Rd	11	Years 1 and 2	Dropped from Consent-Denial
Cherry Ln	11	Program Start	Removed from Const Package - C
Cyrus Weston Rd	11	Years 1 and 2	Dropped, Refused by Property Owner
Eastwind Rd	11	Years 3 and 4	Dropped from Consent-Denial
Goff Field Ln	11	Years 3 and 4	Dropped, Refused by Property Owner
Goff Pond Rd	11	Years 3 and 4	Dropped from Consent-Denial
Hillside Cir	11	Program Start	Refused by Property Owner
Kepper Drive	11	Years 1 and 2	Dropped from Consent-Denial
Lakeview Rd	11	Years 1 and 2	Dropped from Consent-Denial
McDowell Ln	11	Years 1 and 2	Dropped from Consent-Denial
Merrylane Rd	11	Years 1 and 2	Dropped from Consent-Denial
Pineview Rd	11	Years 3 and 4	Dropped from Consent-Denial
Rosa Wilson Rd	11	Years 1 and 2	Dropped, Property Issues
Saddlemont Ln	11	Years 3 and 4	Dropped, Staff Recommendation
Saddlemont Dr	11	Years 1 and 2	Dropped, Property Issues
Summer Wind Dr	11	Program Start	Refused by Property Owner
Willa Dr	11	Years 1 and 2	Dropped, Refused by Property Owner
Wilson Farm Rd	11	Program Start	Refused by Property Owner

New Project Design and Development (Remaining Years 3-4 Roads) & Project Redesigns (Specific Years 1-2 Roads)

Discussion Points:

New Project Design and Development (Remaining Years 3-4 Roads)

Richland PDT staff conducted the consent-denial process on the remaining Years 3-4 dirt road projects (47 total roads) in February 2019 resulting in (38) roads ultimately recommended for moving forward into the project design and development process. These projects represent the final projects in the originally funded Dirt Road Program (Years 1-2 & Years 3-4 funded programs) to be developed. All remaining dirt roads in the county system were originally considered “unfunded”.

Project Redesign (Specific Years 1-2 Roads)

Twenty-one (21) roads originally included in the previous Richland County Dirt Road Program Manager’s contract are recommended for evaluation and redesign. These roads are currently inactive and were left in varying stages of project development and / or rights of way acquisitions. Major construction issues on the previous and most recent projects prepared by the previous Dirt Road Program Manager are the basis for this recommendation. These issues include problems associated with design elements, field surveys and utility coordination.

Recommendations:

It is recommended to move forward with development of design contracts for the (38) remaining Years 3-4 projects and the (21) Years 1-2 roads for redesign. Per Council direction, scopes of work and service orders can be negotiated with the OET’s to conduct the necessary design services, rights of way acquisitions, utility coordination and permitting services for each project. It is brought to council’s attention that rights of way issues and / or other individual circumstances could cause delay or ultimate deferral of one or more of these roads as the projects are progressed. See Table 1 below for listing of the (38) remaining roads in Years 3-4 and Table 2 for the (21) Years 1-2 roads for evaluation and redesign.

Table 1: (38) Remaining Years 3-4 Roads

Road Name	District	GIS Length (Feet)	Road Name	District	GIS Length (Feet)
Strawberry Ridge Ln	1	930.67	Youngs Chapel Church Rd	5	214.63
Wayne McCaw Rd	1	2620.55	Keithwood Ln	7	1801.50
Bakersland Road	1	2023.45	Slab Pile Rd	7	773.26
Miller Eleazer Rd	1	786.31	Swygert Ln	7	966.40
Miles Bowman Rd	1	2637.57	Adams Scott Rd	10	3490.47
Jessie Derrick Rd	1	2112.72	Amick Ln	10	278.66
Silas Corley Rd	1	1089.21	Brown Rd	10	950.00
Huggins Ave	1	825.63	Claytor Rd	10	1218.51
Jessie Stoudemayer Rd	1	1389.59	Edmonds Farm Rd	10	2726.35
Sid Bickley Rd	1	1738.64	Goodside Rd	10	1260.10
Carrison St	2	939.24	Haithcock Rd	10	2168.78
Daffodil Ln	2	1290.04	House Cir	10	1644.51
Graddick Rd	2	1770.58	Lateesha Rd	10	2184.80
Johnny Lorick Rd	2	1182.59	NE Shady Grove Rd	10	2932.89
ME Cunningham Rd	2	549.99	Neal Furgess Ln	10	714.36
Wil Stel Trl	2	507.23	Pearlott Ln	10	1405.32
Wilcox Rd	2	1424.56	S Roy Rd	10	939.81
Wilson Cir	2	2497.71	Tally Adams Rd	10	2332.50
Redbud Dr	5	283.29	William Janie Sims Cir	10	2151.35

Table 2: (21) Years 1-2 Roads for Evaluation and Redesign

Current Name	District	GIS Length (Feet)
Ken Webber Rd	1	1772.79
Ollie Dailey Rd	1	974.77
Entzminger Rd	2	949.27
Lacaya Rd	2	1533.18
Twin Ponds Rd	2	1999.44
Ashbury St	7	1578.05
Larger St	7	1933.86
Rockerfella Ln	7	1455.91
Sara Matthews Rd	7	2087.09
Sassafras Rd	7	1241.02
Country Place Ln	10	1152.95
Dry Branch Way	10	4123.96
Jackson Rd	10	475.10
Nathan Ridge Ln	10	1809.41
Old Palmetto Cir	10	1986.37
Robert McKenzie Rd	10	2610.21
Sandhill Estates Rd	10	1540.76
Smith Myers Rd	10	1527.43
Smithcreek Rd	10	1308.71
Spring Creek Rd	10	3082.48
Taylor Arch Rd	10	918.84

**RICHLAND COUNTY GOVERNMENT
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MEMORANDUM

9/11/2019

To: Transportation Ad hoc Committee

From: Mr. Michael Niermeier, Director

Subj: Over Referendum Policy Preliminary Staff Evaluation of Project Scopes over the Referendum

Att: Preliminary Staff Evaluation of Project Scopes

An evaluation was conducted by the Transportation Department Project Managers to independently review projects estimated over the referendum amount. The focus was to look at design features, traffic data, and community input to determine areas where scope reduction/modification could logically save money but still achieve the desired effect of bettering the County's transportation system. The preliminary assessment is attached to this document. It will require further refinement and vetting before staff requests action of the committee.

This evaluation compliments the prior department evaluation of 2013/2014 and the subsequent ranking approved by County Council. It also incorporates factors presented to County Council in the July 16, 2019 Proposed Policy Guidance for Transportation Project Alignment document.

The intent is to present the completed findings at the October Transportation Ad hoc with final recommendations.

R/

Michael Niermeier



Subject: Preliminary Staff Evaluation of Projects Over the Referendum

Notes: Bluff Road Widening Phase I is complete (5 of 15). Hardscrabble (1 of 15) and Leesburg Road (3 of 15) are managed by the SCDOT. Of the 15 intersections, 8 are completed. The North Main/ Monticello and Hardscrabble/Kelly Mill intersection projects are included in other work.

ATLAS RD. WIDENING

Original Project Scope

- The project scope for Atlas Road is to widen the two lane roadway to alleviate existing and projected traffic for this travel way. Proposed improvements include widening the road to three lanes between Bluff Road and Shop Road and widening to five lanes between Shop Road and Garners Ferry Road. Additional improvements include two- four foot wide bike lanes and two- five foot wide sidewalks.

Referendum Funding:

- The 2012 referendum identified the project cost at \$17,600,000.00

Current Cost Estimate:

- The most recent cost estimate totals \$45,308,464.22
- \$27,708,464.20 over the referendum

Traffic Analysis and Results

- The traffic analysis report showed that widening the road from two to three lanes between Bluff Road and Shop Road had minimal improvements to the 2040 Level of Service for this section of Atlas Road. Both the “build” and “no-build” alternatives provided the same Level of Service.
- However, the report did show a significant improvement to Atlas Road between Shop Road and Garners Ferry Road in 2040 based on widening the road to five lanes of travel. The Level of Services improves from a “D” in the “no-build” scenario to an “A” in the “build” alternative.

Public Input Results

- While the public was mostly supportive of the proposed improvements, Bible Way Church representatives expressed concerns with pedestrian traffic access church buildings located on both sides of Atlas Road
- Other frequent comments were related to right-of-way acquisition

Possible Design Modifications to Lower Cost

- Option #1- Proceed with improving Atlas Road between Shop Road and Garners Ferry Road while including pedestrian improvements between Bluff Road and Shop Road. Keep sidewalk between Bluff Road and Shop Road

- This option would reduce the project cost from \$45.3M to \$36.3M
- Total Savings of \$9M
- Option #2- Move forward with the section of Atlas Road between Bluff Road and Shop Road while removing the section between Shop Road and Garners Ferry Road
 - This option would reduce the project cost from \$45.3M to an estimated cost of \$22.2M
 - Total Savings of \$23.1M
- Option #3- No road improvements between Bluff Road and Garners Ferry Road and install sidewalks and bike lanes along full length of road
 - Total project cost will be reduced to \$14m
 - Total savings of \$31.3M

Ranking: 8 of 15 in the Widenings Category

BLUFF ROAD PHASE 2 IMPROVEMENTS

Original Project Scope

- The original project scope for the Bluff Road Phase 2 Improvements project was to widen Bluff Road to five lanes with bicycle and pedestrian accommodations. On June 05, 2018, Richland County Council approved to revise the project scope to construct shared use paths on both sides of Bluff Road with asphalt resurfacing from the National Guard Road/Berea Road to South Beltline Blvd. The project length is 2.00 miles.

Referendum Funding

- The 2012 referendum estimated that the Bluff Road project would cost \$16.7M for Phases 1 and 2. However, Bluff Road Phase 1 (Rosewood Avenue to National Guard Rd) had \$9.6M allocated for it, with additional outside funding in the amount \$1.8M. Therefore, \$7.1M is the remaining allotment for Bluff Road Phase 2.

Current Cost Estimate:

- The revised Council approved scope is estimated at \$8,834,886.16. Therefore, this estimate is \$1,734,886.16 over the allotment.

Traffic Analysis and Results

- The proposed improvements include widening Bluff Road from two to five lanes between National Guard/Berea Rd to South Beltline Blvd. The intersection of Bluff Road and Bluff Industrial Blvd meets several signalization warrants. It is recommended that signalization be included in the project to provide left turn lanes onto Bluff Road. There was no segment Level of Service.
- Based on recent traffic counts, Bluff Road carries an Average Daily Traffic volume of 21,820 vehicles and an existing posted speed limit of 45 miles per hour.

Public Input Results

- 58 citizens were in attendance at the August 27, 2015 public open house format meeting.
- 83 comment cards (including meeting, mail, and email) were received
- Majority of the comments were in favor of bike lanes adjacent to the travel lanes on both sides of the roadway and varied width sidewalks for pedestrians

Possible Design Modifications to Lower Cost

Alternate 1 includes ten-foot shared-use path along each side of the roadway accommodating both bicyclist and pedestrians. Alternates 2 through 4 include bike lanes adjacent to the travel lanes on both sides of the roadway and varied width sidewalks for pedestrians.

- Remove the ten-foot shared use path, construct the five foot sidewalks and eliminate bike lanes
- Remove the signalized intersection at Bluff Road and Bluff Road Industrial Blvd.
- Install wet detention pond to remove wetland impacts or potential impacts to Arthurtown
- Reduction of Bluff Road ending termini to reduce impacts to wetlands

Ranking: 6 of 15 in the Widenings Category

BLYTHEWOOD RD WIDENING

Original Project Scope

- The proposed scope recommends a 5-lane (4 travel lanes with a center turn lane) improvement from I-77 west to Syrup Mill Road. Provisions for bicycle and pedestrian accommodation are proposed through the construction of offset, shared-use paths. This project also includes a double-lane roundabout at the intersection of Community Rd and Cobblestone.

Referendum Funding

- \$8,000,000.00

Current Cost Estimate

- \$13,208,127.44

Traffic Analysis & Results

- 5-lane widening with turn lane improvements and roundabout.

Public Input Results

- Majority favorable of current typical section (w/ SUP); majority negative responses to roundabout.

Possible Design Modifications to Lower Cost

- The Blythewood Area Improvements project includes 4 projects, ranked in priority by the Town of Blythewood. There will not be enough referendum funding to complete all 4 projects so only the first two projects are being moved forward. After completing the first two projects, there will be approximately \$8,000,000 leftover that could be transferred over to fund the Blythewood Rd. Widening Project.

Ranking: 10 of 15 in the Widenings Category

BROAD RIVER RD. WIDENING

Original Project Scope

- The project scope for the Broad River Road Widening Project was to widen the roadway to 5 lanes between North Royal Tower Drive and Dutch Fork Road in the Irmo community. In addition, the road was to be widened to 3 lanes between Dutch Fork Road and I-26 (Exit 97)
- 2-4 foot wide bike lanes and 2-5 foot wide sidewalks are included in the project scope

Referendum Funding

- The 2012 referendum estimated that the 4.56 mile project would cost \$29,000,000.00

Current Cost Estimate:

- The revised project scope covers a length of 2.5 miles at an estimated cost of \$39,663,756.37 in the July 2019 Monthly Progress Report

Traffic Analysis and Results

- The proposed improvements include widening Broad River Road from two to five lane between Royal Tower Road a Dutch Fork Road
- The 2043 Level of Service in this corridor has been identified as “Adequate” for the proposed improvements while the 2043 “No- Build” evaluation showed that the majority of the intersections would operate at a “F” Level of Service

Public Input Results

- 185 residents attended the December 15, 2016, Public Meeting
- The design alternative supported by the most residents was a 5 lane travel way that included 2-4 foot wide bike lanes and 2-5’ wide sidewalks
- Residents agreed that removing the 3 lane section between Dutch Fork Road and I-26 was preferred

Possible Design Modifications to Lower Cost

- Early in the development of the project’s scope, consideration was made to remove the sidewalks and bike lanes to reduce impacts to existing utilities and right-of-way, but it was found that the planned improvements to intersections and other design considerations limited the amount of right-of-way that could be reduced
- The project’s termini cannot be further reduced without impacting the Level of Service identified in the Traffic Analysis Report
- The cost estimate includes approximately \$1,150,000 to relocate a 54” waterline at SCDOT’s request. Staff is currently working with SCDOT to possibly have this requirement removed.

Ranking: 10 of 15 in the Widening Category

LOWER RICHLAND BOULEVARD WIDENING

Original Project Scope:

The proposed scope recommends a 5-lane section (4 travel lanes and a center turn lane) between Rabbit Run and Garners Ferry Road and will include bicycle and pedestrian accommodations. The project is about 0.55 miles long and there is a high school, church and fire station along the corridor. There are three residential/mixed-use developments proposed either along the project corridor that will increase traffic volumes along Lower Richland Boulevard. There is also a new gas station planned at the intersection of Garners Ferry Road and Lower Richland Boulevard and the Richland County Transportation Penny Program proposes to construct a shared use path along Rabbit Run and Lower Richland Boulevard. The roadway is classified as an urban arterial with a proposed design speed of 35 miles per hour.

Referendum Funding: \$6,100,000 **Current Cost Estimate:** \$6,708,092

Traffic Analysis and Results

The intersection of Garners Ferry Rd and Lower Richland Blvd will show signs of congestion during the design year (2042) with no-build scenario. Build 2042 is not shown in the traffic impact study.

The intersection of Lower Richland Blvd and Rabbit Run will show signs of congestion during the design year (2042) with no-build scenario. Build 2042 will improved Level of Service from D and C to A and B.

Public Input Results – Below are some of the most common citizen comments.

- “Appears to be a good ideal for short term traffic improvement, hopefully just the beginning to infrastructure improvements, for future growth.”
- “Street lights requested from Rabbit Run to Lower Richland Blvd. The water run off at the corner of Lower Richland Blvd and Rabbit Run will be a concern. In addition to the project, the entrance to Richland Hills will also have to address the water run off at Rabbit Run. Will the church keep it parking spaces?”

- “Improvements need to be made at Lower Richland Blvd and 378 Intersection due to too many accidents.”
- “It’s clearly apparent you only do improvements when a developer requests it. We have been asking for sidewalks on Rabbit Run for years, due to children walking to school on those dangerous roads to Lower Richland High School. Need new county council members who works for the benefits of community.”
- “I think it is absolutely necessary to build. I would like to know how the community will be effected during construction.”

Possible Design Modifications to Lower Cost

1. Instead of building sidewalk on both sides of Lower Richland, limit sidewalk to the east side. There will be an existing 10' wide share-use path running along the east side of Lower Richland from Rabbit Run approximately 1800 feet south to Lower Richland stadium entrance. (See SERN plans).
2. If sidewalk on west side of road is kept, reduce the proposed width from 8’ down to 5’.

Ranking: 13 of 15 in the Widenings Category

POLO RD. WIDENING (30% plans completed)

Original Project Scope – Widen Polo Rd. from a 2-lane road to a 3-lane road from Two Notch Rd. to Mallet Hill Rd. and install sidewalks and bikeways from Two Notch Rd. to just south of Mallet Hill Rd.

Referendum Funding: Widening - \$12,800,000 Bikeway – \$1,075,853 **TOTAL:** \$13,875,853

Current Cost Estimate: \$15,865,240.98

Traffic Analysis And Results – The traffic analysis performed mainly looked at the Level of Service at the intersection of Polo Rd. with Two Notch Rd., Running Fox Rd., Miles Rd., and Mallet Hill Rd.

Because only a median, or third lane, is proposed as part of this widening, the Level of Service will not improve any because the median will not provide any extra traffic capacity to the overall road.

The proposed median has the potential to improve the Level of Service at some of the intersections over the next couple years, but not all. In looking at the 20-year traffic projection, even with the proposed median, most of the intersections will have an LOS of D, E or F.

Intersection improvements could typically address safety issues; however, based on the latest crash data used for the traffic study, all intersections had a crash severity level of LOW.

Public Input Results – After reviewing the public comments received through mail, email and public meeting attendance, 66% of these comments were either neutral or opposed the widening of this road. Only 34% supported the widening of the road.

A few of the neutral\opposed were against the widening but okay with SUPs, bikeways and\or sidewalks.

The biggest concern from the comments are that there will be an increase in traffic and also speeding along Polo Road and that the project will damage the wetlands and cause flooding.

Possible Design Modifications to Lower Cost

1. Do not widen the entire road but rather provide intersection improvements (turning lanes) at the locations of the four intersections listed above, and then include bikeways and 5' sidewalks. Council voted to remove SUPs from future projects in SCDOT Rights-Of-Way due to maintenance responsibilities. **New Approx. Estimate: \$10,600,000 (Approx. savings is \$5,265,241)**
2. Do not widen the entire road and do not provide work at the intersections where it will not improve LOS. Install improvements at the intersections where it will improve LOS and include bikeways and 5' sidewalks. **New Approx. Estimate: \$10,480,000 (Approx. savings is \$5,385,241)**
3. Do not widen or complete intersection improvements but do install bikeways and 5' sidewalks. **New Approx. Estimate: \$8,600,000 (Approx. savings is \$7,265,241)**

Ranking: 14 of 15 in the Widening Category

SHOP ROAD WIDENING

Original Project Scope:

The proposed scope recommends a 5-lane (4 travel lanes with a center turn lane) widened roadway with offset, shared use paths along both sides of the road (for bicycle and pedestrian accommodations) on Shop Road from George Rogers Blvd. to Mauney Drive.

Referendum Funding: \$33,100,000 **Current Cost Estimate:** \$46,461,612

Traffic Analysis and Results

For opening year (2022) and design year (2042) conditions, the existing lanes and controls (no-build), all movements at the study intersection operate at adequate Levels of Service with 5 to 6 exceptions at the intersection during AM and PM peak hours.

However, the report shows a significant improvement to Shop Road in both opening year (2022) and design year (2042). The Level of Service improves from D and E in the “no-build” to A and B in the “build” scenario.

Public Input Results

- General support of the project widening and the plans for the addition of bike / pedestrian accommodations.

Concerns/Comments:

- Relocations (Residential & Commercial) & R/W issues – many questions relative to the process for relocations and ultimately, compensation.
- Parking / vehicular circulation impacts adjacent to Shop Road (by a few business owners)
- Traffic Signals at Side Roads / Safety –comments relative to adding traffic signals at side roads within Little Camden / Washington Park. The comments received were concerned with safety of crossing the road due to speeding traffic and increased volumes.
- Walcott Drainage - planned improvements to the drainage outfall along Walcott Street; specifically that the outfall needed improvements.

Possible Design Modifications To Lower Cost

1. Remove SUPs from both sides of the road and install 14' outside travel lane with 5' sidewalks. The 14' travel lane will accommodate traffic and bike lanes. This will reduce the amount of Right-Of-Way, Utility, and Construction costs by approximately \$2,000,000. **New Cost Estimate: \$44,461,612**

Ranking: 7 of 15 in the Widenings Category

CLEMSON\SPARKLEBERRY INTERSECTION (30% plans completed)

Original Project Scope – Improvements to the intersection of Clemson Rd. and Sparkleberry Ln. and surrounding area to increase intersection capacity. The initial design also included 10' SUPs on both sides of the roads leading up to the intersection.

Referendum Funding: \$5,100,000

Current Cost Estimate (Alt. 3): \$15,751,126.37 **Current Cost Estimate (Alt. 4):** \$12,780,946.12

Traffic Analysis And Results – The traffic analysis performed mainly looked at the Level of Service at the intersection of Clemson Rd. and Sparkleberry Ln., although any improvements made to this intersection will also affect the surrounding intersections. The existing LOS for the AM and PM peak hours is D/E, and the proposed 20-year LOS is F in the AM and the PM.

Based on the traffic analysis, the OET presented three intersection improvement alternates. The first two alternatives offered no real improvement to the capacity of the intersection. The third alternate keeps the 20-year LOS at a C. The cost estimate for this alternative, called a double crossover or diverging intersection, is roughly 3 times the referendum amount.

In 2019 the PDT performed an independent study to evaluate a fourth alternate called a modified quadrant. This alternative will provide a LOS of C\B for the AM\PM peak hour, and it brings the cost estimate of the project down to roughly 2.5 times the referendum amount.

Public Input Results – A public meeting was held in December 2015, and citizens were given the option to vote on Alternates 1, 2, or 3. Out of the 26 comments received, 20 selected alternate 3. A second public meeting was held in April 2018 to review update plans for alternate 3.

There has not yet been a public meeting to unveil alternate 4 that was completed by the PDT in 2019.

Possible Design Modifications To Lower Cost

1. Remove SUPs and/or sidewalks along Sparkleberry Ln. and Sparkleberry Crossing from the design. There are no current sidewalks or SUPs along Sparkleberry in this area to tie any of these new features into.

New Cost Estimate: \$12,530,950

Ranking: 9 of 15 in the Intersections Category

SCREAMING EAGLE/PERCIVAL INTERSECTION PROJECT

Original Project Scope- The proposed scope recommends realigning Screaming Eagle Road to bring the angle of the intersection closer to a right angle which will improve safety as well as widening Screaming Eagle Road to provide left and right turn lanes to improve capacity. Percival Road will also be widened to provide a left turn lane onto Screaming Eagle Road. The project also includes installing a new traffic signal at the intersection.

Referendum Funding \$1,000,000.00

Current Cost Estimate \$3,105,147.46

Traffic Analysis & Results Dedicated turn lanes along Percival Rd. and Screaming Eagle Rd. with intersection realignment.

Public Input Result: No public meetings held for this intersection

Possible Design Modifications to Lower Cost

1. Verify with SCDOT and OET whether or not traffic signal is necessary. If it can be removed from the design, this could lower the cost approximately \$75,000.

New Cost Estimate: \$3,030,147

Ranking: 15 of 15 in the Intersections Category