

TRANSPORTATION AD HOC COMMITTEE

February 14, 2017
3:00 PM
Admin Conference Room

- 1. Call to Order**
- 2. Approval of Minutes**
- 3. Adoption of the Agenda**
- 4. Clemson Road and Sparkleberry Lane Project: Right of way acquisition**
- 5. Broad River Road Widening Project: Concept Report Executive Summary**
- 6. Pineview Road Widening: Utility Undergrounding Cost Estimate**
- 7. Other Business**
- 8. Adjournment**



Committee Members

Paul Livingston, Chair
District Four

Bill Malinowski
District One

Yvonne McBride
District Three

Jim Manning
District Eight

Norman Jackson
District Eleven

RICHLAND COUNTY COUNCIL

SOUTH CAROLINA



Council Members Present

Paul Livingston, Chair
District Four

Jim Manning
District Eight

Seth Rose
District Five

Bill Malinowski
District One

Others Present:

Rob Perry
Shawn Salley
Tony Edwards
Michelle Onley
Brenda Parnell
Tangela Nichols
Janelle Ellis

TRANSPORTATION AD HOC COMMITTEE

December 6, 2016
4:00 PM
Admin Conference Room

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

CALL TO ORDER

Mr. Livingston called the meeting to order at approximately 5:02 PM

APPROVAL OF MINUTES

September 13, 2016 – Mr. Manning moved, seconded by Mr. Malinowski, to approve the minutes as distributed. The vote in favor was unanimous.

ADOPTION OF THE AGENDA

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

FOR ACTION

Shop Road Widening Project: OET Service Agreement – Mr. Perry stated the service agreement is for the design of the Shop Road Widening Project. The public information meetings have been held.

The recommendation is to award the service agreement to Mead and Hunt in the amount of \$1,697,021.07 with a contingency of \$141,398.50 for a total of \$1,838,419.57. The contract includes 13.5% SLBE and DBE participation.

Mr. Rose moved, seconded by Mr. Malinowski, to approve this item. The vote in favor was unanimous.

Blythewood Road Widening Project: Concept Report – Mr. Perry stated the executive summary based on public input is recommending Alternate A typical section for the Blythewood Road Widening Project and move forward with the roundabout in front of Cobblestone.

Mr. Malinowski inquired if there will be a traffic light at the Locklier Road intersection.

Mr. Malinowski also requested the costs of Alternate A, B and C.

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Mr. Malinowski moved, seconded by Mr. Manning, to move forward and direct staff to research alternatives for the Locklier Road intersection. The vote in favor was unanimous.

Bluff Road Phase II Widening: Utility Undergrounding – Mr. Perry stated included in the agenda packet are estimates for the undergrounding of utilities on the widening projects.

Mr. Perry has reached out to the University of South Carolina to inquire if they would be willing to assist with covering the costs of undergrounding of the utilities.

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

Mr. Perry stated the next step would be to submit the plans to SCE&G and have them provide an updated estimate.

Mr. Rose moved, seconded by Mr. Livingston, to move forward with the design of Bluff Road Phase II Widening and direct staff to bring back cost estimates in the future.

Mr. Malinowski requested a friendly amendment to contact USC regarding assistance with costs.

Mr. Perry stated SCE&G will likely give the County an estimate in the form of an agreement and they will then hire a contractor to do the work on their behalf.

The vote in favor was unanimous.

TPAC Request: SLBE Contracting Reports – Mr. Livingston the request before the committee is whether to honor the TPAC Committee's request for information that was contained in a report that is no longer generated by the OSBO Office.

Mr. Jackson inquired about the significance of the committee receiving the report.

Mr. Perry stated they have asserted they are the watchdog group for the program.

Mr. Livingston stated that if members of the committee have specific questions they are welcome to request information from staff.

Mr. Manning moved, seconded by Mr. Malinowski, to call for the question. The vote in favor was unanimous.

FOR INFORMATION

Broad River Road Widening Project: Draft Concept Report – Mr. Perry stated there is a public information meeting on December 15th for the project. The concept report was provided to the committee members on a thumb drive.

FOR INFORMATION

Candlewood Neighborhood Master Plan Community Meeting – Mr. Manning stated there is a public meeting scheduled for December 12th.

Greater Woodfield Neighborhood Improvement Plan Community Meeting – Mr. Manning stated there is a public meeting scheduled for February 9th.

ADJOURNMENT

The meeting adjourned at approximately 5:49 PM

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

4. Clemson Road and Sparkleberry Lane Project: Right of way acquisition

Discussion Point:

In July Council approved a revision to the County Transportation Improvement Program (CTIP) to begin advanced right of way acquisition for this intersection improvement project. The concept will prompt the relocation of a car wash currently located within the project limits, but in doing so will correct existing and future traffic congestion. Staff commissioned an appraisal of this property which was recently completed, and subsequently approved by SCDOT. The intent of this agenda item is to gain approval of the appraisal to begin negotiations with the property owner.

Questions to be answered:

Staff respectfully requests the Committee recommend approval of this appraisal to full Council. Does the Committee concur?

5. Broad River Road Widening Project: Concept Report Executive Summary

Discussion Point:

Included in your agenda you will find an executive summary for the Broad River Road Widening Project. Based on public input the executive summary is recommending the Alternate C typical section. The project limits included in the referendum stretched from Royal Tower Road to Interstate 26. However, based on public comment and available funding the executive summary recommends modifying the project limits to end at the intersection of Broad River Road and Dutch Fork Road instead of Interstate 26 unless additional funding can be secured from the Central Midlands Council of Governments (COG) or through other SCDOT funding sources.

Questions to be answered:

Staff respectfully requests the Committee to concur and forward to full Council. Does the Committee concur?



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EXECUTIVE SUMMARY

Date: 2/9/17

To: Rob Perry, PE
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Broad River Road (US 76) Widening Draft Concept Report and Public Meeting Summary with Recommendations

A Draft Concept Report was presented to the Richland County Transportation Ad Hoc committee on Tuesday, December 13, 2016. The report detailed the proposed project limits - those limits as defined in the 2012 Penny Sales Tax Referendum, as well as the extension of the project along US 76 (Dutch Fork Road), based on evaluation of existing traffic volumes and patterns - and can be seen in Exhibit A. Included in the report were three alternate typical sections for the project. The report also discussed the potential for intersection improvements at Broad River Road and Woodrow Street and Broad River Road and Dutch Fork Road, due to existing geometric deficiencies that would be worsened by the proposed widening. Refer to Exhibit B to view the typical sections (Alternates A-C) included in the Draft Concept Report and as presented at the public meeting.

The Richland Penny Program held a Public Meeting for the Broad River Road (US 76) Widening project on Thursday, December 15th, 2016 from 5:00 to 7:00 p.m. at the Dutch Fork Elementary School Cafeteria, located at 7900 Broad River Road. The meeting was conducted with an informal, open house format with project displays and Richland Penny Program representatives on hand to answer questions. Upon entering the meeting, individuals were provided a handout and a comment card. After reviewing the project displays, the attendees were encouraged to provide comments on the project as well as select their preference for the typical section.

There were 185 people in attendance for the meeting.

The project displays provided aerial plan layouts and typical sections of the proposed project and alternates as well as three intersection design alternatives for the intersections mentioned above. Three alternate typical sections were presented for the project. All alternates included widening Broad River Road (US 76) to a five-lane, curb and gutter



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section from Royal Tower Drive to Dutch Fork Road and a three-lane, curb and gutter section from Dutch Fork Road to I-26 and from Broad River Road to Millplace Drive. The proposed bicycle and pedestrian accommodations vary for the three alternates. Alternate A includes offset, ten (10) foot shared-use paths on both sides of the roadway. Alternate B proposed on-street bicycle lanes with offset, five (5) foot concrete sidewalks on each side of the roadway. Alternate C proposed similar improvements as Alternate B except that the concrete sidewalks were shown adjacent to the back of the curb and gutter; therefore no buffer was proposed between the curb and the sidewalk.

A total of 112 comments/emails were received during the comment period. The comments received included opinions related to the presented typical sections along with other project-specific issues. The issues included comments related to additional traffic signalization at intersections, concerns regarding real property and business impacts, need for additional widening along Dutch Fork Road, from Broad River Road to SC 6 in Ballentine, and comments related to the removal of bike lanes and sidewalks.

As mentioned above, attendees were encouraged to select an alternate typical section for the project. A summary of the 75 comments received which indicated a preferred alternate is as follows:

- Alternate A – 25,
- Alternate B – 16,
- Alternate C – 34.

The project will again be presented to the public prior to right-of-way acquisition. This will allow the residents to view the selected alternate and discuss specific concerns with the Richland Penny Program.

Recommendations *(see table at end of section for summary of recommendations)*

Based on the comments and input received at the public meeting as well as consideration of safety, project impacts, program intent and costs, the Alternate C typical section is recommended for the Broad River Road (US 76) Widening project. The typical section will include on-street bicycle lanes with curb and gutter and sidewalk on each side of the roadway. Refer to Exhibit C for a depiction of the recommended typical section. The roadway improvements will be designed to limit and reduce the amount and degree of impacts and / or relocations to residences / communities and businesses, and cognizant of existing utilities, within the corridor.

It is noted that the termini for the Broad River Road Widening project is recommended to only include the section of the corridor from the intersection of Broad River Road and



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Royal Tower Drive to the intersection of Broad River Road and Dutch Fork Road. This recommendation for the proposed termini is based on the following:

- a) Traffic volumes along Broad River Road, from Dutch Fork Road to I-26 do not warrant the need for any roadway widening at this time;
- b) Public comments received in opposition of funding widening along Broad River Road, from Dutch Fork Road to I-26, was high;
- c) Current project funding allocations shown in the CTIP for the Broad River Road Widening project are less than the amount of funding that would be needed to fully construct the project with extended limits (assuming the widening of Dutch Fork Road, from Broad River Road into Ballentine).

It is fully recognized that traffic needs for widening Dutch Fork Road, from Broad River Road to Ballentine (approximately to the intersection with SC 6), in order to connect the existing five-lane section in Ballentine to the proposed five-lane section to be constructed with this project, are needed to fully alleviate the existing traffic issues in this corridor.

Therefore, it is the intent of the Program Development Team, in concert with Richland County, to investigate the potential for additional funding sources through SCDOT and the Midlands Council of Governments (COG). Recent correspondence received from these agencies has shown that they currently lack funding for this work or that this project area does not appear in their existing future plans. Therefore, additional correspondence and coordination with these agencies will be conducted in order to determine if priorities can be shifted or if additional funding sources come available.

It is intended to retain the on-street bike lanes and sidewalks included in the typical section in order to align this project with the goals set forward in the Richland County Penny Sales Tax 2012 Referendum to provide bicycle and pedestrian accommodations with projects. It is noted that the removal of sidewalks from the typical section would not reduce the overall roadway typical section footprint, however, a small cost savings (compared to the overall cost of the roadway improvements) may be possible; therefore, it is the intent to retain these moving forward.

Minor modifications to the recommended typical section may be incorporated during the final design process to minimize impacts. Other comments such as right-of-way impacts, parking, safety and full roadway width development will be considered as the design is progressed.

Sub-standard intersection geometry, specifically at the intersections of Broad River Road and Woodrow Street and Broad River Road and Dutch Fork Road are proposed to be evaluated for improvements with this project in order to improve intersection safety and operations. Any design modifications proposed at these intersections will be fully



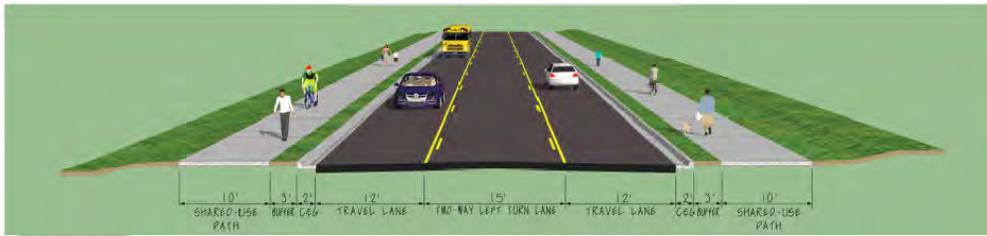
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coordinated with the South Carolina Department of Transportation (SCDOT) as the design is progressed.

Project issues specific to intersection signalization will be studied with the development of the design. Recent traffic studies have shown that the intersections of Broad River Road and Royal Tower Drive, Broad River Road and Farming Creek Road, and Broad River Road and Caedmon's Creek Drive (all within the corridor recommended for improvements as stated above) are likely to warrant future traffic signals. Therefore, it is proposed to conduct traffic signal warrant studies at these intersections with the development of the project and in coordination with the South Carolina Department of Transportation (SCDOT).

Summary of Project Recommendations

Typical Section	Alternate C – (refer to Exhibit C for depiction)
Proposed Termini	Broad River Road – from Royal Tower Drive to Dutch Fork Road
Additional Improvements	Evaluate traffic signalization (signal warrants) at the intersections of Broad River Road at Royal Tower Drive, Farming Creek Road and Caedmon's Creek Drive Evaluate alignment / typical section modifications to reduce project impacts Evaluate improvements to intersection geometry at the intersections of Broad River Road at Woodrow Street and Dutch Fork Road
On-going Coordination	Continue coordination with SCDOT and Midlands Council of Governments (COG) to determine potential availability of additional funding for project extension.



From Dutch Fork Road to I-26
Dutch Fork Road From Broad River Road to Millplace Drive



From Royal Tower Road to Dutch Fork Road

Broad River Road Widening Alternate A



FDR | ICA



From Dutch Fork Road to I-26
Dutch Fork Road From Broad River Road to Millplace Drive



From Royal Tower Road to Dutch Fork Road

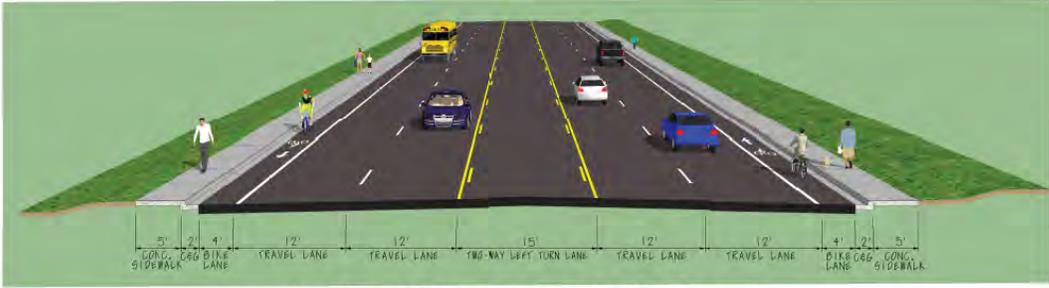
Broad River Road Widening Alternate B



FDR | ICA



From Dutch Fork Road to I-26
Dutch Fork Road From Broad River Road to Millplace Drive

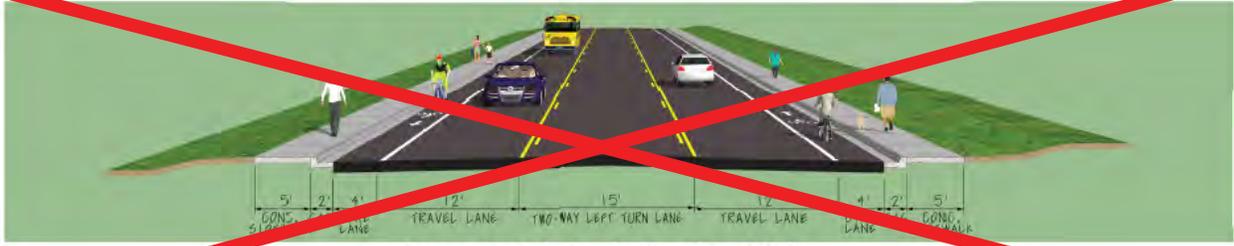


From Royal Tower Road to Dutch Fork Road

Broad River Road Widening Alternate C



**Exhibit B – Broad River Road (US 76) Widening Typical Sections
Alternates A, B & C**
(as presented in Draft Concept Report and at Public Meeting)



From Dutch Fork Road to I-26
 Dutch Fork Road From Broad River Road to Millplace Drive



From Royal Tower Road to Dutch Fork Road

Broad River Road Widening

Alternate C



Exhibit C – Broad River Road (US 76) Widening Recommended Typical Section

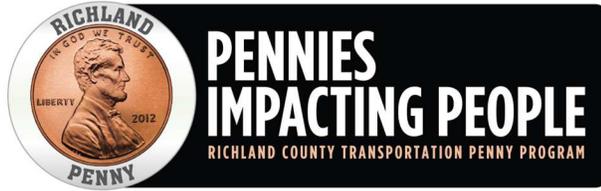
6. Pineview Road Widening: Utility Undergrounding

Discussion Point:

Included in your agenda you will find a utility undergrounding estimate for the Pineview Road Widening Project which is approximately 2.9 miles in total length. Previously Council directed staff to bring back utility undergrounding estimates for individual widening projects to study the feasibility of adding utility undergrounding on a project by project basis. As you will see, utility undergrounding for this widening project would cost an additional \$8.1 million. The 2012 referendum estimate for this project was \$18.2 million total.

Questions to be answered:

What guidance does the Committee have for this item?



Pineview Rd Widening RCP No. 281

Undergrounding Utilities Cost Estimate

January 24, 2017

The following cost estimate includes undergrounding utilities along the Pineview Road Widening project from Bluff Road to Garners Ferry Road.

Cost Estimate:

Full Project Undergrounding: Bluff Rd to Garners Ferry Rd (UG Length = 16,000 LF)				
Utility	Underground (UG) project cost	OH to OH cost	Cost Δ (Add. Budget)	UG Cost/mile
SCE&G	\$9.9M			
Communications	\$1.2M			
Total	\$11.1M	\$3M	\$8.1M	\$3.7M/mi

Exclusions:

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

Assumptions:

- Undergrounding along Pineview Rd only and not along any side roads.
- SCE&G's design includes a conduit system direct buried in the roadway shoulder.
- Communications design includes a conduit system direct buried in the roadway shoulder.
- It is assumed that communication companies will not have prior rights