



South Carolina Department of Transportation

MINUTES

Department of Transportation Commission

Meeting of

November 30, 1999

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Minutes

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DEPARTMENT OF TRANSPORTATION OF SOUTH CAROLINA

Meeting of
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The regular monthly meeting of the Department of Transportation Commission was held at the Moncks Corner Town Hall, 118 Carolina Avenue, Moncks Corner, South Carolina at 9:30 a.m. on November 30, 1999. In compliance with the Freedom of Information Act, the news media was advised in writing of the time, date and place of this meeting.

Present

L. Morgan Martin, Chairman Presiding
Hugh Atkins
Arnold S. Goodstein
John N. Hardee
Bobby T. Jones
W. M. "Mat" Self
J. "Moot" Truluck

Absent

Also present: Elizabeth S. Mabry, Executive Director

SECTION 1: The Minutes for the meeting of October 28, 1999, copies of which had been previously mailed to each member of the Commission, were approved.

SECTION 2: The Commission unanimously passed a motion approving the sale of surplus right of way property-land, as shown in detail in the Appendix.

SECTION 3: The Commission unanimously passed a motion authorizing the Department to select and negotiate with consulting firms to provide right of way acquisition, appraisal, and relocation assistance services on an "on call" basis, as shown in detail in the Appendix.

SECTION 4: The Commission unanimously passed a motion authorizing the Department to advertise and negotiate with transit vehicle vendor firms to design and implement an efficient and effective transit vehicle purchase or lease program, as shown in detail in the Appendix.

SECTION 5: The Commission unanimously passed a motion approving the action of the Department in extending contracts beyond the contract limits, as shown in detail in the Appendix.

SECTION 6: The Commission unanimously passed a motion approving the action of the Department in extending existing construction contracts to include additional work, as shown in detail in the Appendix.

SECTION 7: The Commission unanimously passed a motion approving the action of the Department in transferring roads from the State Highway Secondary System to the State Primary System, as shown in detail in the Appendix.

SECTION 8: The Commission unanimously passed a motion approving the action of the Department in transferring roads from the State Highway Primary System to the State Highway Secondary System, as shown in detail in the Appendix.

SECTION 9: The Commission unanimously passed a motion correcting the description of sections of roads, as shown in detail in the Appendix.

SECTION 10: The Commission unanimously passed a motion adding roads to the State Highway System, as shown in detail in the Appendix.

SECTION 11: The Commission unanimously passed a motion rescinding it's action in adding a section of road to the State Highway System, as shown in detail in the Appendix.

SECTION 12: The Commission unanimously passed a motion removing roads from the State Highway System, as shown in detail in the Appendix.

SECTION 13: On motion of Commissioner Atkins, seconded by Commissioner Goodstein, the Commission unanimously passed a motion accepting the SCDOT Vegetation Management Program, as presented by the Roadside Enhancement Committee, and directed Mr. Freeman to use this policy with his discretion as a guide for the Department's future vegetation program. This policy is shown in detail in the Appendix.

SECTION 14: On motion of Commissioner Goodstein, seconded by Commissioner Hardee, the Commission unanimously passed a motion adopting a report by the Transportation Advisory Committee for the 1999 Enhancement Projects Evaluation Ranking. The report is shown in detail in the Appendix.

Minutes, November 30, 1999

SECTION 14: There being no further business to come before the Commission, the meeting was adjourned at 10:25 a.m.

Larry C. Duke
Secretary

L. Morgan Martin
Chairman



APPENDIX

Department of Transportation Commission

Meeting of

November 30, 1999

SURPLUS RIGHT OF WAY PROPERTY – LAND

1. File 12.606 – S.C. Route 9 – Chester County

During construction of improvements on S. C. Route 9, under File 12.606 in Chester County, near the Town of Fort Lawn, the Department acquired right of way for Tract 94, by Title to Real Estate from Carolyn C. Harding, James T. Christopher, Sidney E. Christopher, and Loretta McAbee dated April 16, 1999.

During negotiations for the acquisition of right of way on S. C. Route 9 and in administering relocation assistance to Mrs. Dora Manning the Department agreed to convey a parcel of surplus property to the relocated party. Therefore, a Gratis Quitclaim Deed for 0.05 of an acre of land was executed to Dora Manning on October 14, 1999.

2. File 6.392 – Road S-499- Barnwell County

During construction of improvements on Road S-499, under File 6.392 in Barnwell County, near the City of Barnwell, the Department acquired right of way for Road S-499, by Right of Way Easement from the City of Barnwell dated May 4, 1964 and by Right of Way Easement from the estate of C. H. Dicks dated April 30, 1964.

At the request of the City of Barnwell to re-acquire control and maintenance of Road S-499, a request was made to the SC Highway Commission to remove this section of road from the SCDOT system (finalized on 7/21/99). The request was circulated to the Engineering Sections and said parcel was declared surplus, therefore a Gratis Quitclaim Deed for 1.44 of an acre of land was executed to The City of Barnwell on October 5, 1999.

This matter is reported to the Commission in accordance with the requirements of Code Section 57-5-340.

11/15/1999

RIGHT OF WAY CONSULTANT

The Department requests Commission approval to select and negotiate with consulting firms to provide right of way acquisition, appraisal, and relocation assistance services on an "on call" basis. The Departments' cost versus the consultants' cost will be evaluated based on the scope of services. The evaluation is a consideration to determine the cost effectiveness of using a consultant. The evaluation will also be used when negotiating for the services of one of the "on call" consulting firms. The scope of services will be specified on a project basis.

The "on call" agreement will cover an approximate three (3) year period renewable annually beginning on the date of execution. The services will be used for both State and Federal Projects and to obligate the federal funds to accelerate the Construction Schedule. The total estimated costs for the approximate three year period of contract is \$10,000,000.00

November 8, 1999

Request for Vendor Proposals
to Design and Implement an efficient and effective
transit vehicle purchase or lease program.

The Department requests Commission approval to advertise, and negotiate with transit vehicle vendor firms to design and implement an efficient and effective transit vehicle purchase or lease (or combination) program at the most advantageous cost to the state and/or transit providers throughout the State of South Carolina.

The program goals of the state areas follows:

- Lower the per unit costs of transit vehicles through a larger scale of purchasing;
- Lower operating costs from accelerated retirement of older vehicles and maintaining a more standardized fleet;
- Reduce the overall life cycle costs of transit vehicles through:
 - Innovative financing
 - Coordinated vehicle selection and maintenance program tailored to minimize life cycle cost
- Provide higher quality of service to public through improved up-time of equipment.

EXTENSION OF CONTRACTS BEYOND CONTRACT LIMITS

It is recommended the Commission approve the extension of the following contracts beyond the contract limits as follows:

CHESTERFIELD COUNTY:

Contract of C. Ray Miles Construction Co. Inc. - File No. 13.001B - extended to include an additional section of Project SP C100B (File No. 13.586) to include the grading, drainage, asphalt concrete surfacing and construction of curb and gutter on Industrial Park Road.

Estimated Cost of Extension	\$190,061.67
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CLARENDON COUNTY:

Contract of Sloan Construction Company, Inc. - File No. 14.679 - extended to include an additional section of Project-SRP 0679 (File No. 14.672) to include resurfacing with asphalt concrete surfacing on Road S-37 for 3.49 miles.

Estimated Cost of Extension	\$178,138.86
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These extensions are being requested in order to take advantage of lower unit prices available in these contracts as opposed to other contracts currently available for extension in Chesterfield and Clarendon Counties.

EXTENSION OF CONSTRUCTION CONTRACTS

It is recommended that the Commission approve the action of the Department in extending existing construction contracts to include additional work, as follows:

BERKELEY COUNTY:

Contract of Robert O. Collins Company, Inc. - File 8.80991 - extended to include resurfacing (File No. 8.80991) with asphalt concrete surfacing and pavement markings on Road S-706 for 0.525 mile.

Estimated Cost of Extension \$ 22,972.07

DORCHESTER COUNTY:

Contract of Rea Construction Company - File No. 18.10991 - extended to include milling, resurfacing with asphalt concrete surfacing, and pavement markers (File No. 18.10991) on US 15 and US 178 for 0.06 mile.

Estimated Cost of Extension \$ 70,512.50

FLORENCE COUNTY

Contract of Palmetto Paving Corporation - File No. 21.80991 - extended to include resurfacing (File No. 21.80991) with asphalt concrete surfacing and pavement markings on Road S-795 (Church Street) for 0.53 mile.

Estimated Cost of Extension \$ 36,503.13

GREENWOOD COUNTY

Contract of Eagle Construction Company, Inc. - File No. 24.762 - extended to include an additional section of Project FAP BRT-0036(131) (File No. 24.762) consisting of the grading, asphalt concrete surfacing, construction of concrete sidewalk, curb and gutter on S-294 (Honea Path Street) from end of construction on File 24.762 to Sparks Street.

Estimated Cost of Extension \$ 52,506.55

LAURENS COUNTY

Contract of Satterfield Construction Company, Inc. - File 30.854 - extended to include an additional section of Project STP-RFMT(013) (File No. 1.533) consisting of the resurfacing with asphalt concrete surfacing and pavement markings on I-385 for 0.180 mile.

Estimated Cost of Extension \$ 69,226.13

MARLBORO COUNTY

Contract of Jim Lineberger Grading & Paving, Inc. - File No. 35.790 - extended to include widening (File 35.80991) with asphalt concrete binder on Roads S-125 and S-126 for a total of 0.896 mile.

Estimated Cost of Extension \$ 13,356.26

These extensions were authorized by the Department prior to formal approval by the Commission since the adjacent work had reached such a stage of completion that the contractors involved could not accept the additional work unless it were authorized without delay.

Recommendations 11/29/99

TRANSFER OF ROADS FROM STATE SECONDARY SYSTEM
TO STATE PRIMARY SYSTEM

Pursuant to the provisions of Section 56-5-50 of the Code of Laws of South Carolina, 1976, it is recommended that the below described sections of road be transferred from the State Secondary System to the State Primary System .

Berkeley County

<u>Addition Number</u>	<u>Existing Number</u>	<u>Description</u>
1315	S-1315	Berlin Myers Parkway near Summerville from U. S. Route 17A southwesterly to the Dorchester County Line - approximately 0.33 miles To be designated S. C. Route 165 Added to System 2/19/98

The above transfer is recommended in conjunction with the re-routing of S.C Route 165 in Dorchester County.

Dorchester County

<u>Addition Number</u>	<u>Existing Number</u>	<u>Description</u>
868	S-868	Berlin Myers Parkway in and adjacent to Summerville from the Berkeley County Line southwesterly to S .C. Route 165 - approximately 2.37 miles To be designated S. C. Route 165 Added to System 9/10/87 Revised 2/19/98

The above transfer is recommended in conjunction with the re-routing of S.C Route 165 in Dorchester County.

Recommendations 11/29/99

TRANSFER OF ROAD FROM STATE PRIMARY SYSTEM
TO STATE SECONDARY SYSTEM

Pursuant to the provisions of Section 56-5-50 of the Code of Laws of South Carolina, 1976, it is recommended that the below described sections of road be transferred from the State Primary System to the State Secondary System .

Dorchester County

<u>Addition Number</u>	<u>Existing Number</u>	<u>Description</u>
X Portion of 6	S. C. Route 165	Richardson Street in Summerville from U. S. Route 17A northwesterly to U. S. Route 78 – approximately 1.73 miles (To be designated S-65) Added to System May 1923
X Portion of 6	S. C. Route 165	Carolina Avenue in Summerville from Berlin Myers Parkway northwesterly to U. S. Route 17A – approximately 0.38 miles (To be designated S-64) Added to System May 1923

The above transfers are recommended in conjunction with the re-routing of S. C. Route 165 in Dorchester County.

Recommendations 11/29/99

TYPED 1-10-2000
COPY TO GAIL 12-27-99
ORIGINAL UPDATED

CORRECTION OF DESCRIPTION OF STATE HIGHWAYS

It is recommended the Commission correct the description of the following sections of State Highway to read as follows:

Addition Number

Description

Calhoun County

Q

432

County road from Road S-255 (Riley Road) approximately 0.9 mile southeast of U. S. Route 601 northeasterly – approximately 0.37 mile

Designated S-432

Added to System 2/19/87

Note: This revision is recommended to show what was constructed by File 9.438. The remaining 0.07 mile is an earth private drive.

Lexington County

Q

1926

A frontage road west of I-26 from S-1791 southwesterly to Forest Grove Road – approximately 0.11 mile

To be designated S-6

Note: Road S-1791 was relocated by Files 32.761, 32.761.1, 32.761B, 32.809.1, 40.147A and 40.147A.8. The above addition is an access road to Forest Grove Road which is currently being maintained by the Department.

This correction is recommended to change the previously used Secondary Number and Addition Number from S-1923 (Addition 1923) to S-1926 (Addition 1026).

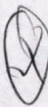
ADDITIONS TO STATE HIGHWAY SYSTEM


It is recommended the Commission add the following sections of road to the State Highway System as follows:

Addition Number

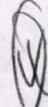
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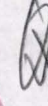
Aiken County

X  2305 Old Kimball Trail (CR-555) extending from U. S. Route 1 to Road S-49 – approximately 1.49 miles
To be designated S-2305

 2306 Section 1 - Tiger Lilly Road/Union Academy Road (CR-830) from S. C. Route 4 to Road S-212 – approximately 1.74 miles
To be designated S-2306

York County

X  1717 Section of road from Road S-675 northwesterly and northerly to S. C. Route 122 – approximately 0.39 mile
To be designated S-654

X  1718 Section of road from S. C. Route 122 northerly and northwesterly to Road S-50 – approximately 1.18 miles
To be designated S-654

Note: The above additions are recommended to show what was constructed with S. C. Route 122 under File 46.891. Once construction of S. C. Route 161 from the intersection of the present S. C. Route 161 and Interstate Route 77 to S. C. Route 122 is complete, the second addition above will be transferred to the primary system as S. C. Route 161

Dorchester County

Addition to State Highway Secondary System

Addition Number

Description

870

Midland Parkway in Summerville from S-18-230
(Ladson Road)
to S-18-199 (Trolley Road)
- approximately 0.75 mile
(Designated S-517)

The Department has agreed to accept maintenance responsibility for the above section of road in exchange for the Town of Summerville accepting maintenance for S-18-189, 183 and 184 and Dorchester County accepting maintenance for S-18-137. A request to remove these roads is being submitted for approval by the Commission also.

Recommendations 11/29/99

ADDITION TO STATE PRIMARY SYSTEM

It is recommended the Commission add the following section of road to the State Primary System as follows:

Addition Number

Description

York County

1716

Extension of Dave Lyle Boulevard from Interstate Route 77 easterly to Road S-654 –

approximately 0.93 mile

Designated S. C. Route 122

Note: The above primary addition is recommended to show what was constructed by File 46.892.

ORIGINAL VIBRATED

Recommendations 11/29/99

RESCIND ACTION ADDING ROAD TO STATE HIGHWAY SYSTEM

It is recommended the Commission rescind its action adding the following section of road to the State Highway system as follows:

Addition Number

Description

Aiken County

2297

Springfield Church Road – Section II (CR-31) from Sunny Brook Road (CR-30)
to end of pavement at bridge –
approximately 1.68 miles

Designated S-2298

Note: This road is being removed from the State Highway System and constructed
under the Local Paving Program.

ORIGINAL VPI/ATL

Recommendations 11-17-1999

REMOVAL OF ROADS FROM STATE HIGHWAY SECONDARY SYSTEM

It is recommended the Commission remove the following sections of road from the State Highway System as follows:

Addition Number

Description

Chesterfield County

Q
X

855

Spur road at Pageland from Road S-513 to the Pageland Pigg Park Recreational Center, including a turnaround
- approximately 0.14 mile
(Designated S-855)
(Added to System 02-21-1980)

Note: The above road removal is requested by the Town of Pageland who will accept maintenance responsibility for this section of road and it qualifies under the Abandonment of Right-of-Way portion of the law.

Pickens County

Q

Portion of
10

Portion of College Avenue (formerly SC Route 133) in the Town of Clemson from Keith Street to Strode Circle
- approximately 0.19 mile
(Designated S-10)
(Added to System 7-1-1936)
(Section transferred to Secondary System by letter dated 10-15-1992)

Note: The above road removal is requested by the City of Clemson who will accept maintenance responsibility for this section of road and it qualifies under the Abandonment of Right-of-Way portion of the law.

York County

Q

1644

A frontage road west of I-77 adjacent to Rock Hill from SC 122 (Milepost 179) northeasterly
- approximately 0.30 mile
(Designated S-1644)
(Added to System 3-16-1989)

Note: The above road removal is requested by the City of Rock Hill who will accept maintenance responsibility for this section of road and it qualifies under the Abandonment of Right-of-Way portion of the law.

ORIGINAL UPDATED

Recommendations 11-29-1999

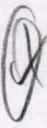



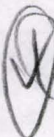



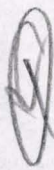



REMOVAL OF ROADS FROM STATE HIGHWAY SYSTEM

It is recommended the Commission remove the following sections of road from the State Highway System as follows:

Addition Number

Description





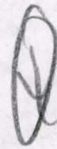
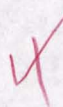
Dorchester County

 183 	North Railroad Avenue in Summerville from the City Jail to East Gum Street - approximately 0.4 mile (Designated S-183) (Added to System 8-20-1953)
 609 	North Railroad Avenue in Summerville from Road S-507 to North Palmetto Street - approximately 0.3 mile (Designated S-183) (Added to System 4-15-1971)
 Portion of 669 	West Luke Avenue in Summerville from North Palmetto Street (S-223) to Bryan Street (S-187) - approximately 0.08 mile (Designated S-183) (Added to System 3-21-1974) (Revised 4-18-1974)
 189 	South Railroad Avenue in and adjacent to Summerville from Cedar Street to Route 165 - approximately 1.17 miles (Designated S-189) (Added to System 8-20-1953)
 524 	Doty Avenue in Summerville from Magnolia Street to Main Street from Road S-94 to Cedar Street - approximately 0.2 mile (Designated S-189) (Added to System 6-15-1967)
 Portion of 94 	Doty Street in Summerville from S-94 to US 17A - approximately 0.02 mile (Designated S-189) (Added to System 10-20-1948)

ORIGINAL UP-DATE

Recommendations 11-29-1999
Removal of Roads from State Highway System
Page Two

Dorchester County Continued

-  236  Railroad Avenue (southwest side) in Summerville from Gum Street (S-195) to Magnolia Street (S-208)
- approximately 0.1 mile
(Designated S-189)
(Added to System 9-15-1957)
-  429  Gum Street adjacent to Summerville from US Route 78 to Ninth Street
- approximately 0.37 mile
(Designated S-184)
(Added to System 9-19-1963)
-  Portion of 137  Section of road from S-10-317 at the Charleston County Line northerly to a point 2900' north of S-18-163
- approximately 2.0 miles
(Designated S-137)
(Added to System 8-18-1949)

Note: The above road removals are requested by the Town of Summerville and Dorchester County. The Town of Summerville will accept maintenance responsibility for S-18-189, 183 and 184 and Dorchester County will accept maintenance responsibility for S-18-137. In return the Department agrees to accept maintenance responsibility for Midland Parkway (0.75 mile). A request to add this section is being submitted for approval also. This qualifies under the exchange of mileage under the deletion and removal of roads from the Secondary System.

Roadside Enhancement Committee

Draft SCDOT Vegetation Management Program

August 18, 1999

SCDOT Vegetation Management Program

- I. Overall Objective
- II. Preconstruction and Construction
- III. Maintenance
 - A. Vegetation Maintenance
 - 1. Mowing
 - 2. Annual Clearing
 - 3. Tree Maintenance
 - 4. Herbicides
 - B. Beautification
 - 1. Wildflowers
 - 2. Vistas and Beautification Projects
 - 3. Adopt an Interchange Program
 - 4. Local Government, Private Entities, Garden Clubs
- IV. Vegetation Management by Commerce Adjacent to Interstate Right of Way
 - A. Right of Way Landscaping/Beautification/Enhancement
 - B. Outdoor Advertising Signs
 - C. Maintenance Partnership Agreement

APPENDIX A – Mowing Operations (Typical Drawings)

APPENDIX B – Tree Pruning and Trimming Methods

APPENDIX C – Landscaping Permits

APPENDIX D – Right of Way Landscaping/Beautification/Enhancement at Commercial and Industrial Development

APPENDIX E – Outdoor Advertising

APPENDIX F – Maintenance Partnership Agreement

I. Overall Objective

The purpose of the Vegetation Management Program is to construct and maintain our roadsides in a manner, which will satisfy the need for a safe roadway, meet engineering needs, and be aesthetically pleasing while preserving the environment and natural beauty.

II. Preconstruction and Construction

When planning for new construction, the Department will consider impacts on significant trees and vegetation and will seek to avoid impacts to this resource if at all possible and mitigate unavoidable impacts to the extent practicable. The public and local officials will be afforded an opportunity to note impacts of new construction during public hearings and notification process. All comments received shall be given careful consideration and steps to avoid substantial impact shall be taken where possible without jeopardizing public safety.

Survey parties should exercise care in the cutting of trees and vegetation when performing their work. The survey party should accurately locate all significant trees and vegetation within the project limits. This information should then be included in the plans for use during field reviews, public hearings, planning, and construction. The public hearing will serve as the mechanism to afford the public and governmental officials the opportunity to comment on matters concerning trees and vegetation. The Project Engineer will determine the necessity to send the plans to County or City officials for review on those projects for which no public hearing is held.

It is the Department's intention to use AASHTO's Roadside Design Guide as a guide in determining limits of clear zones (areas for vehicles to recover should they leave the paved travelway) except on secondary road projects. The location of trees and vegetation to be preserved or possible mitigation sites should be designated on the plans during the field review. Prior to construction, the Resident Construction Engineer and his inspector together with the Contractor and his superintendent should review the project. The areas to be protected should be reviewed and marked to ensure they are not cut by mistake. As a guide, trees and vegetation should not be cut when: 1) They are located behind guardrail where the slope cannot be improved and the guardrail eliminated. 2) They are located at or near the right-of-way line where an excavated slope can be adjusted to save the trees without jeopardizing the safety of the motoring public. 3) They are located outside the clear zone and do not restrict sight distance as required by design standards. Selective clearing shall be performed to preserve trees and vegetation. Overhanging limbs creating obstructions should be trimmed to provide up to an 18' vertical clearance measured from the elevation of the edge of the travelway (or edge of a paved shoulder).

In areas where protective natural trees or vegetation provide a barrier to adjacent developed properties and they have to be removed for construction proposes, a restoration plan should be provided in the project plans. This plan is to be prepared by a landscape architect and should include such items as ornamental shrubs and/or trees.

In areas where trees are to be removed for safety reasons and trees or large shrubs cannot be replanted, these areas should be considered for low growing ornamentals or wildflowers. While it may be impossible to replant all areas, specific locations for replanting may be specified on major projects during the field review by the Project Engineer.

During construction, areas of significant vegetation will be carefully protected to ensure that no damage occurs in areas to be preserved. Mitigation areas will be constructed in accordance with prescribed requirements in order to conserve and promote the natural balance of nature.

III. Maintenance

The Maintenance units shall review the plans for each new road constructed and make an on-site inspection of the general vegetation characteristics and landscape features within the Department's right-of-way as soon as the section is accepted for maintenance. Future maintenance of each section in the State Highway System shall be done in such a manner as to preserve the roadway features that were in place at the time of acceptance in the System and to enhance the natural features by proper mowing patterns and cultivation practices.

The preservation of existing trees and vegetation shall be insured by the prompt removal of damaged and/or diseased trees and replacement with similar or improved species whenever possible. Further, it shall be the policy of the Maintenance Division to work closely with and encourage garden clubs and other civic organizations to beautify our streets and highways in accordance with accepted practices and safety considerations.

The Maintenance Division will continue to work closely with the SC Forestry Commission and other preservation groups in establishing flowering treeways along streets and highways to the extent possible within existing personnel and budget constraints and within existing guidelines for highway clear zones.

A. Vegetation Maintenance Program

The program is divided into four main elements: mowing, clearing, vegetation control with herbicide, and forest management.

1. Mowing

Mowing will generally begin on or about May 1. Selected areas may need to be mowed earlier if spring growth is rapid and vegetation growth is a safety hazard. If spring growth is slow or if wildflower plots (such as crimson clover) have not seeded out, this date may be later.

In general Interstate roadways will be cut five times, primaries four times, and secondaries four times during each season. The number of times will vary according to the growing season. Mowing heights will be 6 inches on interstate and 4 inches on primaries and secondaries. (Cutting heights may be adjusted higher by the Districts.) Successive cuts should begin when the grass height is approximately 12 inches.

Generally, mowing will be limited to the following areas for each class of highways:

a). Interstate Routes

These routes are designed for higher speeds and have clear zones free of obstructions to allow vehicles, which may leave the travelway to recover. The vegetation management program includes this consideration.

Medians: (See Appendix A)

Medians are to be routinely mowed up to thirty (30) feet and no further from the edges of the existing pavement. (Objectives for the remaining area will be to keep it wooded and beautified with wildflowers by using herbicides to control undesirable vegetation.) Steep cut or

fill slopes shall be treated the same as cut and fill section shown in Roadside which follows. Landscaped areas maybe mowed in conjunction with maintenance requirements.

Roadside: (See Appendix A)

Mow up to thirty (30) feet wide from the edge of pavement. (Objectives for the remaining area will be to keep it wooded and beautified with wildflowers by using herbicides to control undesirable vegetation.) If fill slopes or back slopes are steep, one (1) swath of the mower or a minimum of five (5) feet will be mowed on these slopes.

Sight and Distance:

Sight distance clearance at interchanges and crossovers will be given special attention due to safety aspects involved. Mowing widths will also be increased where necessary to provide adequate visibility for "Q" signs. Grasses at ramp terminals may be converted from bahia to low growing varieties such as bermuda or centipede.

b). Primary Routes: (See Appendix A)

These routes are designed for higher speeds and have clear zones free of obstructions to allow vehicles, which may leave the travelway to recover. The vegetation management program includes this consideration.

Medians: (See Appendix A)

Medians with widths in excess of ninety (90) feet wide are to be routinely mowed up to thirty (30) feet and no further from the edges of the existing pavement, except in areas where it is critical to drainage or otherwise beneficial to the Department. (Objectives for the remaining area will be to keep it wooded and beautified with wildflowers or kept in a prairie-like condition by using herbicides to control undesirable vegetation.) Steep cut or fill slopes shall be treated the same as cut and fill section shown in Roadside which follows.

The median of multi-lane routes shall be mowed the same as interstate routes. The roadside will be cut from the edge of pavement to the bottom of the ditch as on two lane primary routes.

Two (2) lane routes shall be mowed from ditch to ditch where the cross-section will permit. This mowing shall include sight areas and any other area necessary for safety.

c). Secondary Roads: (See Appendix A)

Secondary routes will be cut the same as primary routes.

See Appendix A for Mowing Operations.

2. Annual Cutting

Except on interstates the areas outside routine mowing areas should be cut on a yearly basis. Fall and winter months are the best time to do this work. Special mowers such as slope mowers may be needed to perform this cutting due to the terrain and heavier vegetation which has developed with the less frequent cutting. Cutting heights may be raised in these areas.

On Primary and Secondary roads this would include the area between the limit of routine cutting and the construction limits. Areas between the construction limits and the right-of-way may be cut if the area is free of trees. If slopes are steep, (greater than 4:1), cutting would extend to the top of cut slopes within the right of way not to exceed 15 feet up cut slopes and 10 feet down fill slopes. This would include slopes behind guardrail.

On Interstates there will be no annual cutting beyond the routine mowing limits except to maintain ditches. (When performing this work mechanical mowers must remain parallel to the slope or existing ground.)

Ditches on all roads should be cut yearly to maintain functional flow.

3. Tree Maintenance

Tree maintenance is performed so as to preserve roadway features in place when the road was accepted for maintenance.

- a). Bridge sites should be maintained free of trees for the entire length of the bridge opening from R/W to R/W. 50 feet limit where the R/W is greater than 50 feet from the outside edge of the bridge.
- b). Bridge crossover vegetation growth will be controlled to limit vegetation to grasses and low growing plants from ten (10) feet beyond the end of the bridge to the toe to the slope beneath the bridge.
- c). Tree trunks should not be allowed to encroach into clear zones.
- d). Trees should not be allowed to grow in ditches.
- e). Dead or diseased trees located on or off the right of way, which may fall onto the travel surface of the roadway, should be cut.
- f). Interstate mainline sign locations shall be cleared to allow full view by approaching motorists for a minimum distance of 1200 feet. Ramp panels shall be cleared to provide maximum sight distance. (See Sign Typical 1)

g). Tree Trimming

Tree trimming will be performed to maintain vertical clearance over the paved surface of the roadway up to 18 feet and up to 14.5 feet over grassed shoulders.

Trimming may also be performed to lesser heights beyond the shoulders to allow for the safe operation of equipment beneath the limbs for mowing equipment, ditch maintenance, etc. up to 10 feet.

Trimming will be performed to provide for clear sight distances.

Trimming of limbs is to be performed with hand tools or equipment that will leave a smooth clean cut on interstate roadways, high volume roads and in urban or developed areas. Trimming can be done by machine on rural secondary roads, but to a height no greater than

necessary to accommodate mowing equipment, but in no case greater than 10 feet. Branches greater than 4 inches in diameter will not be cut with heavy equipment without being pruned with hand tools. See Appendix B.

4. Herbicides

Herbicides may be used to control undesirable vegetation in areas that are hard to cut with machines. Refer to the SCDOT Herbicide Manual for guidance in use of herbicides. Chemical control of woody plants and tree trimming may be accomplished. No bare ground treatments area permitted.

B. Beautification and Enhancements

The SCDOT has initiated programs to beautify and enhance the state's highways through vegetation plantings and will partner with business and community organization to improve the quality of life in communities across the state. These projects will be successful in both preserving and beautifying the best of our transportation resources. The projects include:

1. Wildflowers

Planting sites are selected based on traffic volume, visibility, and geographical area. Sites are generally along major highways and near Welcome Centers and Rest Areas and should be approved by the district, resident maintenance engineer and SCDOT Landscape Architect. Planting instructions and plant varieties will be determined by the architect.

2. Vistas and Beautification Projects

The SCDOT will encourage the establishment and beautification of vistas along the interstate routes at entrance points into cities and towns. This will be accomplished through cooperative effort of the SCDOT, the cities, towns, counties, garden clubs, environmental groups, and other interested organizations.

3. Adopt-An-Interchange Program

The Adopt-an-Interchange Program is one of the projects developed by South Carolina Department of Transportation using the 37.5 percent of the State's allocation of transportation enhancement funds. A portion of this enhancement funding is routinely dedicated to the interstate wildflower and landscaping effort. In addition to that effort, \$250,000.00 will be set aside each year for the Adopt-an-Interchange Program. The Adopt-an-Interchange Program is an opportunity for local government to work jointly with the SCDOT to provide a higher level of beautification at key interstate interchanges to their community. This also includes other controlled access roadways with interchanges. The local government may apply for transportation enhancement funds in addition to the Department funding that is programmed for interstate interchanges. The participation by the local government should include the 20 percent matching funds for the additional enhancement funds and assistance with maintenance. Maintenance may be in the form of an irrigation system and other specialized maintenance required for some types of landscaping that is not normally provided by the SCDOT.

The application process for the Adopt-an-Interchange Program will be administered through the Office of Planning in the Engineering Division. Applications will be accepted throughout the year and awarded in order of receipt until the fund is exhausted. Applications are to include a preliminary design and cost estimate. Plans will be reviewed by the SCDOT Landscape Architect for adherence to design requirements. Final approval will be determined by the State Highway Engineer upon recommendations by the District Engineering Administrator.

Applications in urban MPO's will have to be placed in the Transportation Improvement Program (TIP) and assigned a priority to submittal to the Department. All applicants (both urban and rural areas) should include a letter from the local Resident Maintenance Engineer. This letter should say that the work appears to be feasible under our encroachment process. An encroachment permit will be required prior to the start of any work.

4. Local Government, Private Entities or Garden Clubs

Our encroachment permit process is an example of a program of cooperation with other agencies, corporations, public sector groups, and community organizations. The SCDOT desires to cooperate as much as possible with organizations desiring to undertake projects to beautify certain sections of various highway rights-of-way.

An encroachment permit is required for any landscaping work performed on the highway right-of-way. A landscaping plan detailing all pertinent information must be submitted with the permit application. See Appendix C.

IV. Vegetation by Commerce Adjacent to Interstate Right of Way

A. Right of Way Landscape/Beautification/Enhancement.

In order to make the area surrounding commercial and industrial building sites more attractive and visible, selective clearing within the Department's rights-of-way will be allowed in accordance with the Policy of Vegetation Preservation on SC Highways. See Appendix D for procedures.

B. Outdoor Advertising Signs

In an effort to maintain highway beautification in conjunction with proper land maintenance and to acknowledge the advertising industry's desire to maintain advertising displays, the SCDOT has developed a vegetation maintenance policy for Outdoor Advertising signs located adjacent to interstates and freeway primary federal-aid highways as defined by the Highway Advertising Control Act. (These procedures are outlined in Appendix E)

C. Maintenance Partnership Agreement

In the event a commercial, industrial, governmental, private and local business, who has previously been issued an encroachment permit for maintenance, enhancement or beautification efforts on SCDOT's Right of Ways, request the right to continue said maintenance in accordance with the scope of the encroachment permit, a Maintenance Partnership Agreement shall be entered into between the business and SCDOT. (See Appendix F)

Appendix A

Mowing Operations (Typical Drawings)

APPENDIX A

Mowing Operations

A. Mowing

Mowing at guardrails will be to the face and rear of the post. Mowing between posts will not be required. However, growth will be controlled so as not to allow vegetation heights above the bottom of the rails. In sections where areas behind the guardrails are not accessible to mowers, mowing on the roadway side of the guardrail will only be needed. Areas around culverts, sign posts, guardrail, and delineators within the mowing limits shall be maintained in a neat manner by herbicide, weed eaters, etc.

Mowing work signs will be placed within 3 miles of mowing operations on Interstate routes. On primary and secondary roadways, they will be utilized at the discretion of the crew supervisor.

Mowing operations on the interstate should be conducted such that equipment does not encroach on the travelway. On other roads encroachment on the travelway should be held to the minimum possible to satisfactorily accomplish mowing.

All mowers shall be maintained in a sharp, good cutting condition. All machine mowers shall be initially adjusted to cut a proper height and shall be operated in such a manner so as to prevent scalping, rutting, or other damage to the turf. The height of the cut may be adjusted at the direction of the engineer as the work progresses.

Rotary type mowers are to be equipped with shields of rubber or chains, which preclude foreign objects from being thrown out from under the cutting unit housing. Tractors shall be equipped so as to conform to the prevailing Occupational Safety Health Act Standards. A standard slow mowing vehicle emblem (SMV) shall be mounted on the rear of the tractor in such a position that it can be clearly visible by vehicles approaching the mowing unit from the rear. The following lights will be required for each tractor unit:

1. Two (2) double face (amber front, red rear) lights prominently mounted on the rear wheel fenders. Means shall be provided for having these double face lights flashing alternately.
2. One (1) top mounted amber strobe light visible from both directions. If a canopy is not used, the strobe light shall be mounted on a mast suitably attached to the tractor frame for other supporting member and at an elevation slightly higher than the roll bar.

A sign reading MOWING will be placed on the rear of the tractor and mounted on the roll bar at its highest point. The sign shall be black legend on an orange non-reflectorized background with minimum eight (8) inch series C letters. In addition to the above, the fifteen (15) foot mower shall have a red flag near the outer edge of each bat wing on a four (4) foot staff in a flexible mount.

Appendix B

Tree Pruning and Trimming Methods

APPENDIX B

Pruning or Trimming Methods

Mechanical - mowing, brushing, sawing or, in general, using equipment to do the task

1. Managing Trees, Shrubs and Other Woody Vegetation

A. **Pruning** - The following pruning guidelines are adapted from the *American National Standard for Tree Care Operations - Tree, Shrub and other Woody Plant Maintenance - Standard Practices* (ANSI A300 -1995), an arboricultural industry consensus standard for tree pruning.

- 1) **General Maintenance Pruning** - recommended when the primary object is to provide appropriate clearance or to improve/maintain tree health and structure. Maintenance pruning should consist of one of the following types:
 - (a) **Crown cleaning** shall consist of the selective removal of one or more of the following items: dead, dying, diseased, weak branches and water-sprouts from a tree crown;
 - (b) **Crown thinning** shall consist of the selective removal of branches to increase light penetration, air movement, and reduce weight;
 - (c) **Crown raising** shall consist of the removal of the lower branches of a tree in order to provide clearance;
 - (d) **Crown reduction** reduces the height and/or spread of a tree;
 - (e) **Vista pruning** is selective thinning of framework limbs or specific areas of the crown to allow a specific view of an object from a predetermined point;
 - (f) **Crown restoration** pruning should improve the structure, form, and appearance of trees that have been severely headed, vandalized, or storm damaged.
- 2) **Hazard Reduction Pruning** - is recommended when the primary objective is to reduce the danger to a specific target caused by visibly defined hazards in a tree. Hazard reduction pruning should consist of one or more of the maintenance types above.
- 3) **Urban/Residential Environments**
 - (a) When pruning trees in urban or residential environments, a thinning cut should be the preferred type of cut.
 - (b) A thinning cut shall consist of the removal of a lateral branch at its point of origin or the shortening of a branch or stem by cutting to a lateral large enough to assume the terminal role (that is, a lateral at least one-third the diameter of the parent stem).
 - (c) A heading cut consists of cutting a currently growing or one-year-old shoot back to a bud, or cutting an older branch or stem back to a stub or lateral branch not sufficiently large to assume the terminal role. Heading should rarely be used on mature trees.
 - (d) Heading cuts should rarely be used except when necessary to repair storm damage.
 - (e) Remove lateral branches at point of origin on the trunk or parent limb without leaving a stub.
 - (f) Cut limbs shall be removed from the crown upon completion of the pruning.
 - (g) Tree branches shall be removed in such a manner so as not to cause damage to other parts of the tree or to other plants or property.

- (h) Trees with branches growing into or toward the roadway should be pruned by removing entire branches.
- (i) Any branches that, when cut, would produce sprouts which would grow into the clear zone, should be removed
- (j) Branches should be cut to laterals or the parent branch and not at a pre-established clearing limit

4) **Remote/Rural Environments** - Much of the roadside right-of-way managed by the DOT is located in rural areas where woody plant pruning may be most appropriately and cost-effectively accomplished by mechanical pruning equipment (other than hand-held saws).

- (a) When using mechanical pruning equipment, cuts should be made as close as practical to the main stem but outside the branch collar.
- (b) Only use mechanical equipment that makes clean branch cuts and take precautions to avoid stripping, splitting, or tearing branches/bark or other excessive wounding.
- (c) During declared emergency, roadways must be cleared as quickly as possible. At such times safety and transportation considerations may necessitate deviating from using proper pruning techniques as defined in these management guidelines. Following the emergency, corrective pruning should be done as necessary.

B. **Brush Removal** - where small stem-diameter woody plants need to be cleared. This method directed at maintaining Clear Zone, and areas designated prairie like environments. Method may be use to establish and maintain beautification areas.

- (a) **Biological** - using natural processes or living organisms to control a pest or problem
- (b) **Cultural** - using methods such as seed selection, planting, mulching aimed at the successful establishment of species that aid in erosion control, enhance aesthetics, improve habitat and diversity, and restore natural vegetation.
- (c) **Chemical** - using pesticides, primarily herbicides, and plant growth regulators to control problem pests and vegetation growth.
- (d) **No Treatment** - a conscious decision not to act and allow natural plant succession to take place with minimal or no intervention.
- (e) **Preservation and Conservation** - caring for existing populations of threatened, rare, and endangered plants and plant communities through avoiding disturbances and assuring judicious application of IRVM methods.

Appendix C

Landscaping Permits

APPENDIX C

Landscaping Permits

The SCDOT desires to cooperate as much as possible with organizations desiring to undertake projects to beautify certain sections of various highway rights-of-way.

An encroachment permit is required for any landscaping work performed on the highway right-of-way. A landscaping plan detailing all pertinent information must be submitted with the permit application.

General policies establish a framework for preparing design work for projects of this nature. Applicants shall furnish, install and maintain all plantings according to our SCDOT standards and setbacks. Proposed beautification projects must be submitted on an "Application for Encroachment Permit" to the local Resident Maintenance Engineer in each county in which the landscaping is to be done. No work will be permitted until the formal permit is approved by the Department and returned to the applicant. A sketch plan of the proposed project must be attached to the Encroachment Application. This plan should show the planting arrangement and the type of plants to be used. Guidelines for landscaping are included as Attachment 1 (One) to this appendix.

Cities, Towns, Counties, and other interested public organizations may contact our county offices concerning the beautification of interstate routes (especially interchanges) and other controlled and limited access facilities. This also includes the controlled access roadways with interchanges. All plantings are to be maintained by the applicant. We will cooperate with these groups, using our encroachment permit process. Attachment 1 (One), "Landscaping Guidelines" (handouts available in every county office) will be used as a guide along with and the following additional information:

1. Plans should be sensitive to visibility of exiting business and outdoor advertising. A planting plan, designed by a registered landscaping architect or other qualified designers will have to be submitted and approved by the Department's Landscape Architect.
2. Along interstate routes all plant material must be planted a minimum of thirty (30) feet from the edge of the travel lane or at least 4 feet behind guardrail. Thirty-five (35) feet is the preferred setback.
3. The group's proposed work at an interchange should not focus on the removal of existing trees. Emphasis on the landscaping plan should be significant improvement of appearance by adding native trees and shrubs.
4. The designer should expect to place the minimum number of trees, for each quadrant: (A quadrant is one-fourth on an interchange). A maximum of \$30,000.00 may be spent at each interchange.
5. No signs are to be placed on the interstate rights-of-ways. Signs may be considered on the non-interstate crossover route.
6. The Department's Landscape Architect should be notified prior to the start of any design work in order to verify that work will not conflict with any in-house beautification projects.
7. All planting should be done by a licensed landscape contractor, who will have to follow our traffic control, access, and safety regulations. City or County maintenance workers may be allowed on a case-by-case basis.

8. If a group wishes to perform maintenance on plant materials previously planted by the SCDOT, only an encroachment permit is needed. The SCDOT will also need to review proposed traffic control, access and safety regulations.

ATTACHMENT 1

LANDSCAPING GUIDELINES

General

The South Carolina Department of Transportation desires to cooperate as much as possible with organizations desiring to undertake projects to beautify certain sections of various highway rights-of-way. An encroachment permit is required for any landscaping work performed on the highway right-of-way. A sketch plan of the proposed project must be attached to the Encroachment Permit Application. This plan should show the planting arrangement and the type of plants to be used. Photographs may also be helpful.

All proposed beautification permits should clearly state the following information:

- a) Speed limit (mph).
- b) Cut or fill slope (Check with local Resident Maintenance Engineer).
- c) Traffic volume – less or greater than 1,500 ADT (Check with local Resident Maintenance Engineer).
- d) Label guardrail; barrier curb; sidewalks; edge of pavement and right-of-way line on sketch.
- e) State distance plant material is from curb or edge of pavement (offset).

The following guidelines establish a framework for preparing design work for projects of this nature.

Applicants shall furnish, install, and maintain all plantings. They shall be responsible for maintaining all vegetation within the right-of-way that is contiguous with the landscaping. If the applicant is a city, this may include mowing the grass around the plantings. The Department shall not be responsible for providing water, fertilizer, labor materials, or maintenance within the landscaping limits of the right-of-way.

The Department will exercise care in maintenance, construction, or reconstruction to avoid unnecessary damage. It cannot, however, accept responsibility to protect plants or irrigation systems against damage or theft. If subsequent changes in the highway require removal of plants, this must be done by applicant.

All landscaping work within the SCDOT right-of-way must conform to all local ordinances and all state environmental regulations.

The applicant will make this installation under the supervision of the SCDOT, and shall not block traffic at any time. All traffic control devices will be the responsibility of the applicant and shall conform to section V of the *South Carolina Manual on Uniform Traffic Control Devices*. Planting work that may block billboards will have to be approved on-site by the local District Outdoor Advertising Coordinator prior to the start of planting. The use of plant materials to block the visibility of billboards is not desired.

No tree, shrub, etc., shall be permitted in any location where it may interfere with highway safety or traffic visibility. Plants that might prove detrimental to safety, to the highway, or to adjacent property will not be permitted. Otherwise, the selection of plants is left to the discretion of the applicant. Experience has proven that indigenous plant material is more satisfactory. Features such as autumn foliage, flower effects, etc., should be considered.

If advice in landscape planning is needed, the Department's Landscape Architect may be contacted through the Director of Maintenance at the Headquarters Building in Columbia. Applicants may want to contact the Urban Forester for their region for advice (See list in Attachment 2).

Minimum offsets for trees and shrubs shall be as described in Attachment 4. This offset would not apply if the location does not leave at least 5 feet (1.5 m) of a grassed area suitable for pedestrian traffic along roads without sidewalks. This area is to be seeded or sodded as needed to prevent erosion and provide stable footing for pedestrian traffic. Cross tie planters may be allowed 5 feet (1.5 m) from any roadway structure if buried flush with the existing grade.

No trees will be allowed close enough to the road to allow root system to undermine or damage any roadway structure, such as curbing, sidewalk, or drainage components, at any time during the tree's life. A biological or physical root barrier system may be considered in extenuating circumstances, on a case by case basis, as determined by the Landscape Architect.

Trees, shrubs, or earthen mounds shall not block the line of sight along the roadway. This means that no planting shall occur in the area bounded by the sight area formed as shown in Attachment 3. This information shall be determined on a local level by the Resident Maintenance Engineer or his assistant.

Landscape lighting on the right-of-way shall be flush with the ground.

If in the future a plant's growth obstructs the view of signs or interferes with the sight distances of approaching traffic, the Department will require the applicant to remove, relocate, or prune the plants to eliminate this obstruction at his expense. Plants other than low ground covers shall not be permitted within 50 feet (15 m) of a median crossover.

On a case-by-case basis, plantings may be allowed in sight triangle areas, but in these cases the plants must be kept to maximum height of 2 ½ feet (0.762 m). Generally, all grass should be removed in these triangles and ground covers planted.

All trees shall be delimbed and kept limbless for the first 6 feet (1.83 m) in height and up to 7 feet (2.13 m) in height where trees are near pedestrian walkways.

Trees shall be selected and placed so that, even when they are fully matured, their limbs shall not overhang into the roadway and block vehicles. The applicant agrees that the trees shall be kept trimmed, if this is required to keep limbs from overhanging into the road.

Irrigation Systems

Irrigation systems for landscaping should be designed so that irrigation can be achieved without any system components encroaching on the right-of-way. When encroachment is unavoidable, details of the irrigation system shall be included in the landscaping plan. In any case, the landscaping plan shall detail provisions for the drainage of water used to irrigate the right-of-way. In no case shall water used to irrigate the right-of-way drain or be sprayed onto the roadway. The correction of any problem involving irrigation water draining or spraying on the roadway will be the responsibility of the permittee, regardless of the Department's approval of the permit and landscaping plan.

Offset of Trees and Shrubs

A tree or shrub that will attain a 4-inch (100 mm) or greater diameter at maturity shall have the edge of its trunk offset from the edge of the roadway a minimum distance as specified in Attachment 4. When a tree or shrub with multiple trunks or a group of small trees close together will have at maturity a combined cross-sectional area equivalent to that of a 4-inch (100 mm) diameter tree, it shall be offset likewise.

ATTACHMENT 2

South Carolina Forestry Commission Regional Urban Foresters

State Urban Forestry Coordinator
Post Office Box 21707
Columbia, South Carolina 29221

Urban Forester

Assistance Area

Coastal Region Urban Forester
1362 McMillian Ave., Suite 400
Charleston, South Carolina 29405
(843) 529-9020

Aiken County
Allendale County
Bamberg County
Barnwell County
Beaufort County
Berkeley County
Calhoun County

Charleston County
Colleton County
Dorchester County
Hampton County
Jasper County
Orangeburg County

Pee Dee Region Urban Forester
Post Office Box 457
Camden, South Carolina 29020
(803) 432-3181

Chesterfield County
Clarendon County
Darlington County
Florence County
Georgetown County
Kershaw County
Lancaster County

Lee County
Lexington County
Marlboro County
Richland County
Sumter County
Williamsburg County

Piedmont Region Urban Forester
1803 Dixie Drive
Hodges, South Carolina 29653
(864) 374-7111

Abbeville County
Anderson County
Cherokee County
Chester County
Edgefield County
Fairfield County
Greenville County
Greenwood County
Laurens County

McCormick County
Newberry County
Oconee County
Pickens County
Saluda County
Spartanburg County
Union County
York County

Marion Area Urban Forester
1949 Industrial Park Road, Room 140
Conway, South Carolina 29526
(843) 365-5810

Dillon County
Horry County
Marion County

Appendix D

Right of Way Landscaping/Beautification & Enhancement

APPENDIX D

Right of Way Landscaping/Beautification/Enhancement at Commercial and Industrial Development

Commercial and industrial development exists and is continuing to develop adjacent to controlled access highways. To enhance this development the SCDOT will allow controlled vegetation management on its right of way, in accordance with the Policy on Vegetation Preservation on State Highways, to make the development more attractive and visible. Permitted changes in the right of way landscape will be in keeping with the natural landscape and environment of the area.

- 1) An Encroachment Permit will be required in the usual manner.
- 2) Only established commercial and industrial establishments will be allowed to participate in this program. Outdoor Advertising sign locations shall be excluded. Establishments that participate in these programs shall not allow off-premise advertising within its property lines for a period of one year from completion of the project.
- 3) Prior to submitting an Application for Encroachment Permit to the Resident Maintenance Engineer, the Landscape Architect, the District Outdoor Advertising Coordinator, the Resident Maintenance Engineer, and the applicant's representative shall make an on-site inspection and determine what type of work will be allowed within the right-of-way. In general, the work will be limited to limbing up of large trees, the removal of selected small trees, the removal of underbrush and vines, and mowing as necessary. Trees larger than 4" in diameter would be retained, but the density may be reduced for healthy growth. After the team makes a determination of the extent of work to be allowed under the permit, they shall mark the trees to be removed and show all work agreed upon on the application in the usual manner. Any trees of 4" diameter or larger that are removed under this permit shall be replaced with another tree and/or shrub as approved by the Landscape Architect. The replacement trees or shrubs shall be detailed on a sketch plan and prepared by a reputable landscaping firm who will also perform the removal and replanting as specified thereon. The Department may also require the planting of trees, shrubbery, and wildflowers where no 4" or larger caliper trees are removed. *Plants and landscaping design will be in keeping with the specific area or locale where the work is performed.* All vegetation removal and planting shall be in accordance with the SCDOT Standard Specifications – 1986 Ed., and Special Provisions shown on the Encroachment Permit. New planting of trees and shrubs shall have a three-year minimum guarantee.

Clearing fences adjacent to the right of way or between a frontage road and the mainline of vegetation *such as vines and small trees* may be permitted. Should the fence be in unsatisfactory condition after the clearing, the applicant will be required to repair or replace the fence.

- 4) In general the extent of the area to be *enhanced* shall be limited to the right-of-way immediately in front of the applicant's property, which is adjacent to the controlled access roadway. (Property line to property line and abutting the right-of-way line.)

At interchanges, businesses within one-half ($\frac{1}{2}$) mile of the interstate off-ramps on crossing routes may be eligible to *perform right of way enhancements* beyond the above limits. For this purpose, the distance will be measured from the intersection of the off-ramp with the road or route on which the business is located to the center of the main building located on the property; along the centerline of the road or route.

The extent of the area to be *enhanced* shall be limited to the minimum distance that will allow full view of the business by motorist using the mainline of the interstate route as determined by the Department. Should this distance extend beyond the applicant's property line, the permittee must secure written permission from the adjacent abutting property owner or owners ~~to cut~~ in front of their property within the right-of-way.

- 5) *A maintenance schedule will be included as a part of the permit. Prior to performing maintenance, the SCDOT Resident Maintenance Engineer will be notified.* The applicant will be allowed to routinely mow the area in question if mowing is an item approved on the permit. No mowing will be allowed within thirty (30) feet of the edge of pavement of the mainline or ramps. *Changes to the original permit will require a new permit approval.* If the applicant desires to perform additional maintenance and or enhancement at the location they will need to enter into a Maintenance Partnership Agreement.
- 6) No work shall be accomplished from the mainline side of the controlled access facility. Ingress and egress from the work area shall be made from private property and shall so be stated on the "Application for Encroachment Permit."
- 7) (a) A performance indemnity bond in the amount of \$5,000.00 or an equivalent guarantee, as approved by the Department, will be required and shall be submitted along with the application. The bond or approved equivalent is to guarantee the completion of the work in accordance with the approved encroachment permit. The bond will be kept in the county office.

(b) When an approved guarantee other than a performance bond is accepted, such as a money order or cashier's check, it shall be promptly submitted using Form 3025A in the usual manner. The following entry should be made thereon:

"To be deposited in Special Account Number 3900.950."

When the work is successfully completed a Form 608 shall be submitted to reimburse the permittee using the above account number as the charge code. The paperwork will be performed at the county level.
- 8) This type permit should be used only where a legitimate need is to be served. The use of this type permit should be kept to a minimum.

Appendix E

Outdoor Advertising

APPENDIX E

OUTDOOR ADVERTISING VEGETATION MAINTENANCE

PURPOSE

In an effort to maintain highway beautification in conjunction with proper land maintenance and to acknowledge the advertising industry's desire to maintain advertising displays, the SCDOT has developed a vegetation maintenance policy for Outdoor Advertising signs located adjacent to interstates and freeway primary federal-aid highways as defined by the Highway Advertising Control Act.

SCOPE

In accordance with the authority of Section 57-25-140, all sign owners with outdoor advertising signs adjacent to South Carolina interstates and freeway primary federal-aid highways who wish to maintain vegetation within the SCDOT'S right of ways will be required to comply with this policy for vegetation maintenance. Cooperation from these owners will be necessary to insure consistent maintenance of SCDOT right of ways.

This vegetation maintenance program will be implemented statewide.

POLICY

1. Each location will be allowed a 500' longitudinal working area from each sign facing. The sign owner will develop a vegetation maintenance plan for this area. This plan may include a 300' clear cut window within the 500' working area. This will allow the applicant to determine the most advantageous area to be cut to allow for the best visibility of the sign. However, SCDOT will review each application and reserves the right to determine the final location of the 300' window within the working area.
2. Any sign owner who wishes to cut vegetation on SCDOT right of ways will be required to apply for a permit and enter into a contract with the SCDOT to participate in the vegetation program for a ten (10) year period. Once initial vegetation contracts are executed at the beginning of this program, no new contracts will be issued for signs existing at that time. However, those signs that have been erected less than two (2) years from the initial contracting date will be allowed to participate in this program once they have been in existence over two (2) years pursuant to Regulation 63-350(D). Regulation 63-350(D) prohibits vegetation maintenance in front of signs that have been permitted less than two (2) years. Any sign owners with eligible signs who do not choose to participate at the beginning of the program will not be issued a vegetation maintenance contract or vegetation permit until the ten (10) year period has expired and new contracts are issued.
3. The initial participation fee will be a non-refundable \$200.00 assessed for each location cleared. Thereafter, a non-refundable, annual fee of \$200.00 will be assessed

for each location under this program. These fees, and any additional permit applications subject to the two (2) year rule, submitted to clear vegetation will be due September 1st of each year.

One notice for remittance will be sent to each permittee/participant thirty (30) days prior to the due date. Any vegetation fees unpaid on October 1st will cancel the contract and the vegetation permit. Upon cancellation, the outdoor advertising sign permit at that location will be cancelled and the sign removed at the sign owner's expense.

4. Sign owners will be responsible for the costs and performance of the initial cutting and clearing of each sign location. After the initial cutting of all locations, the SCDOT will be responsible for mowing the locations until the end of the contract. This mowing will be in conjunction with the routine maintenance of the right of ways.
5. The SCDOT will use Vegetation Application Form 603, which will be required for each vegetation maintenance location. Application **MUST** be made within sixty (60) days of notification that the SCDOT will be accepting applications or within sixty (60) days of a sign's two-year anniversary of erection. Failure to submit applications during these application periods will prevent any and all vegetation maintenance being allowed at these sign locations until the ten (10) year contract period has lapsed. A comprehensive plan detailing the work to be performed must accompany each application. Any trees designated to be removed without proper justification will be omitted from the approved permit.
6. It will be necessary for each applicant to submit a Performance and Indemnity Bond equal to or greater than the amount of their proposed contracted work. A secured line of credit set up payable to the SCDOT covering all work will also be acceptable. Also, the applicant must possess a Certificate of Insurance for general liability with limits not less than \$500,000.00 each occurrence, \$500,000.00 aggregate for bodily injury, and \$500,000.00 each occurrence, \$500,000.00 aggregate for property damage. The applicant shall name the SCDOT as an additional named insured. A copy of the additional named insured endorsement must accompany the Performance and Indemnity Bond.
7. A standardized SCDOT Performance and Indemnity Bond form will be used to assist the SCDOT in processing applications as quickly as possible. Bonds will be of an amount to cover ALL work to be done in conjunction with the submitted contract. Sign locations added at a later time pursuant to the two (2) year rule will require an addendum to the contract, insurance coverage, and collateral increases in bond coverage, subject to SCDOT approval.
8. Only sign locations that are visible at the time of installation will be allowed to participate in the vegetation maintenance program upon their two-year anniversary of

erection. No signs constructed with obscured visibility will be allowed under this policy

9. Any areas that may be deemed "protected corridors" by the SCDOT will be reviewed by the SCDOT to determine if vegetation maintenance will be feasible and limitations may be established before vegetation permits are issued. Planting of some type of vegetation consistent with the preservation of the corridor may be required at the SCDOT'S discretion.
10. Sign locations that cannot be accommodated under these specifications will be reviewed by the SCDOT for resolution on a case by case basis.

PROCEDURES

1. Applicant must submit:
 - a. vegetation maintenance application (Form SCDOT 603)
 - b. vegetation maintenance plan with written justification for the extent of proposed work
 - c. non-refundable \$200.00 initial permit fee per location made payable to the SCDOT. Any check returned for insufficient funds must be resubmitted and any service fees paid within ten (10) days of the letter of notification to applicant. Failure to pay fees within this period will result in the contract and vegetation permit and/or permits being cancelled.
 - d. Performance and Indemnity Bond (format may be obtained from the Outdoor Advertising office)
 - e. Vegetation Window Agreement with Exhibit "A" listing all sign locations applicable to the agreement.
2. Upon receipt of the application package, the Outdoor Advertising office will review the application and bond for approval.

The SCDOT District Outdoor Advertising Coordinator will field review all locations. The SCDOT will mark the 500' longitudinal working area, measuring from the sign's support nearest the main traveled way along a line parallel with the main traveled way. The 300' window will then be marked according to the application and any trees that are to remain will be flagged and photographed.

3. Following completion of the field review, the SCDOT will mail successful applicants a letter of approval.

Vegetation permits will be valid for six (6) months from the date of issuance. A one-time thirty (30) day extension may be granted, at the discretion of the SCDOT, if the applicant can show extenuating circumstances for the delay which were beyond applicants control.

**INSTRUCTIONS OUTLINING PROCEDURES TO BE FOLLOWED AND
CONDITIONS OF THE PERMIT INCLUDE BUT ARE NOT LIMITED TO:**

- No work under the permit can commence without a minimum advance notice of forty-eight (48) hours to the SCDOT'S appropriate Outdoor Advertising Coordinator.
- No hardwoods (oak, hickory, etc.) in excess of 6 inches in diameter will be removed unless there are extraordinary circumstances warranting removal, such as hazard to life and/or property. All such removal cases will be thoroughly documented (by report and photographs) before any tree removals are made.
- Work areas are to be accessed by applicant from the sign side (private property).
- Stumps from cut trees are to be ground by applicant to a minimum of two (2) inches below ground level.
- Areas with high banks which cannot be easily maintained by routine mowing will require the planting of Sericea Lespedeza by the applicant, at applicant's expense, as recommended by the Resident Maintenance Engineer.
- All debris will be removed by applicant from the right of way and view of the traveling public before leaving the site.
- The applicant **MUST** complete cutting and clearing at one location in its entirety before beginning on a new location.
- All locations will be reviewed at completion for compliance.

Any violation of this Policy or the Vegetation Window Agreement will be grounds for the termination of the Agreement, the cancellation of the vegetation maintenance permit, and the cancellation of the outdoor advertising sign permit. Upon cancellation, the sign shall be removed at the sign owner's expense. If after thirty (30) days the sign is not removed, the SCDOT will remove the sign and the sign owner shall reimburse the SCDOT for all removal costs incurred. In addition, upon violation under this provision, the sign owner is not eligible for a sign permit within South Carolina in accordance with Section 57-25-140(I)(2) of the South Carolina Code of Laws, 1976, as amended.

SPECIAL PROVISIONS

I. Removal of non-conforming sign structures:

1. Two (2) vegetation control permit fees will be waived for the life of the contract for each SCDOT permitted non-conforming sign voluntarily removed. All non-conforming sign structures to be removed must be at least one hundred fifty (150) square feet. If less than 150 square feet, then the removal of two (2) non-conforming sign structures will be required to enact the ten (10) year waiver.

2. It is agreed that this waiver shall not be construed as a "taking" requiring just compensation and shall be excluded from the provisions in Section 57-25-180 of the South Carolina Code of Laws.

II. Reduction of sign height:

Any pre-existing conforming sign structure exceeding fifty (50) feet in height that is lowered to a height not to exceed fifty (50) feet or fifty percent (50%) of its total height, whichever is lowest, will be allowed to participate in the vegetation maintenance program for ten (10) years without charge upon verification and approval of the SCDOT. All heights will be measured from ground level.

VEGETATION WINDOW AGREEMENT

This Agreement is between the South Carolina Department of Transportation (hereinafter "SCDOT") and _____ (hereinafter "APPLICANT") for the cutting of vegetation on SCDOT'S right of way in front of each billboard facing owned by APPLICANT.

WHEREAS, this Agreement shall implement the Outdoor Advertising 300 Foot Vegetation Window and Maintenance Program (hereinafter "PROGRAM").

The parties to this Agreement hereby agree as follows:

I. RESPONSIBILITIES, RIGHTS AND DUTIES

A. RESPONSIBILITIES, RIGHTS AND DUTIES OF APPLICANT:

1. APPLICANT must submit a vegetation maintenance permit application (SCDOT Form 603) for each sign site, along with appropriate fees, comprehensive vegetation removal plan, this Agreement, a Performance and Indemnity Bond or line of credit, and general Liability Insurance Certificate, to the SCDOT Outdoor Advertising office for approval and consideration in participating in the program.

- (a) No application will be reviewed unless all required documents listed above, including fee, are submitted.
- (b) This Agreement can reference one (1) or more approved vegetation maintenance permit applications. In that case, the sign permit number of each sign subject to the vegetation maintenance permit must be identified and attached to this Agreement as Exhibit "A".
- (c) The Performance and Indemnity Bond and/or line of credit must be approved by the Outdoor Advertising office prior to any clearing of right of way by APPLICANT.

2. Upon approval of the documents in subsection A.1, APPLICANT will be allowed to enter upon SCDOT'S right of way to cut the 300 foot vegetation window, as designated by SCDOT; provided, prior to and within forty eight (48) hours of entering upon the SCDOT'S right of way, APPLICANT contacts the appropriate Outdoor Advertising Coordinator and gives notice of the approximate time that APPLICANT will enter upon the SCDOT'S right of way.

3. APPLICANT agrees to cut vegetation under the following criteria:

- (a) APPLICANT will not cut hardwoods which are in excess of six (6) inches in diameter;
- (b) All hardwoods larger than six (6) inches in diameter must be examined by the SCDOT Outdoor Advertising Coordinator for the District to determine if they will hinder routine mowing;
- (c) All cutting by the APPLICANT will be performed from the sign side of the right of way (private property) to avoid distractions to the traveling public;
- (d) All cuttings and debris will be immediately removed from SCDOT'S right of way by APPLICANT at APPLICANT'S expense.

4. APPLICANT agrees to comply with all state, federal and local laws and regulations when issued a vegetation maintenance permit and accepted for participation in the PROGRAM.

B. RESPONSIBILITIES, RIGHTS AND DUTIES OF THE SCDOT:

1. SCDOT Outdoor Advertising office will be responsible for reviewing the documents submitted under subsection A.1. by APPLICANT and determining whether APPLICANT is accepted for participation in the PROGRAM.

2. Upon approval of the documents in subsection A.1., SCDOT Outdoor Advertising Coordinator will flag the 300 foot vegetation window to be cut in front of each billboard facing.

II. FUNDING

A. The initial fee assessed for participation in this PROGRAM will be \$200.00 per APPLICANT per billboard location. The \$200.00 fee includes payment for the Vegetation Permit. Payment of the \$200.00 fee must be submitted with the vegetation permit application, comprehensive site plan, this Agreement, the Performance and Indemnity Bond/credit line, and Certificate of Insurance.

B. An annual processing fee of \$200.00 per APPLICANT per billboard location will be assessed for the routine mowing by the SCDOT. The annual fee may be paid by check made payable to the SCDOT and sent to the SCDOT Office of Finance and Administration. Payment of the annual fee is due on September 1st of each year. Failure to remit the annual fee by October 1st will terminate this Agreement and cancel the Outdoor Vegetation Maintenance

Permit and Outdoor Advertising Sign Permit for that sign location. Upon cancellation of these permits, the sign owner will be required to remove the sign within thirty (30) days. If after thirty (30) days the sign is not removed, the SCDOT shall remove the sign at the sign owners expense.

C. APPLICANT agrees to procure a Performance and Indemnity Bond or line of Credit in the amount of contracted work and general liability insurance with limits of liability of not less than \$500,000.00 each occurrence, \$500,000.00 aggregate for bodily injury, and \$500,000.00 each occurrence, \$500,000.00 aggregate for property damage. The applicant shall name the Department as an additional named insured. A copy of the additional named insured endorsement must accompany the Performance and Indemnity Bond.

III. INDEMNIFICATION

To the extent allowed by law, APPLICANT agrees to indemnify and defend the SCDOT against, and hold it harmless from any and all suits, demands, loss or liability, on account of or in connection with any injury, loss or damage to any person or property resulting, or claiming to have resulted from the cutting of the vegetation by APPLICANT or his/her servants, agents, employees, customers or visitors, or from the disposal or removal of the cuttings or debris by APPLICANT or his/her agents, or claimed to have resulted from APPLICANT'S or his agents' omission, fault, negligence, or other misconduct.

IV. DURATION

This Agreement between APPLICANT and the SCDOT for a 300 foot vegetation window in front of each billboard facing owned by APPLICANT shall be for a term of ten (10) years, unless terminated by the SCDOT.

V. TERMINATION OF AGREEMENT

A. Failure of APPLICANT to meet the federal, state, or county laws and Regulations regarding outdoor advertising vegetation maintenance will terminate this Agreement.

B. Any violation of this Agreement or the Outdoor Advertising Vegetation Maintenance Policy or permit will be grounds for the termination of this Agreement, the cancellation of the vegetation maintenance permit, and the cancellation of the outdoor advertising sign permit. Within thirty (30) days of cancellation of the outdoor advertising sign permit under this provision, the

sign shall be removed at the sign owner's expense. If after thirty (30) days the sign is not removed, the SCDOT will remove the sign and the sign owner shall reimburse the SCDOT all removal costs. In addition, upon violation under this provision, the sign owner is not eligible for a sign permit within South Carolina in accordance with Section 57-25-140(I)(2) of the South Carolina Code of Laws, 1976.

- C. In the event the APPLICANT through any cause fails to perform any of the terms, covenants, or provisions of this Agreement on its part to be performed, or if it for any cause fails to cut or clear the 500' designated working area in a reasonable manner, or if the APPLICANT violates any of the terms, covenants, or provisions of this Agreement, the SCDOT shall have the right to terminate this Agreement by giving thirty (30) days notice in writing of the termination and date of such termination to APPLICANT.

VI. DISPUTES

In any dispute concerning a question or fact in connection with the work or terms of this Agreement, or compensation therefor, the APPLICANT shall notify the SCDOT, in writing, of its dispute. A claims committee will be appointed by the SCDOT'S Director to review the matter and make a recommendation to the Director. The decision of the SCDOT'S Director in the matter shall be final and conclusive for both parties.

VII. SUCCESSORS AND ASSIGNS

The SCDOT and APPLICANT each binds itself, its successors, executors, administrators, and assigns to the other party with respect to these requirements. Either party may assign its interest under this Agreement without the consent of the other. Such assignment shall not relieve either party from its obligations hereunder.

IN WITNESS WHEREOF, and in consideration of the mutual conveyance and promise between the parties hereto, we have hereunto set our hands and seals this _____ day of _____, _____.

FOR SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

By: _____
Elizabeth S. Mabry, Executive Director

Recommended by:

Keith C. Melvin
Director of Outdoor Advertising

FOR APPLICANT

APPLICANT
BY: _____
ITS: _____

Appendix F

Maintenance
Partnership Agreement

APPENDIX F

MAINTENANCE PARTNERSHIP AGREEMENT

THIS AGREEMENT is entered this _____ day of _____, 19 ____, by and between _____ (hereinafter "Business") and the South Carolina Department of Transportation (hereinafter "SCDOT").

WHEREAS, in accordance with Sections 57-3-110 (1) and (10), 57-3-650, 57-23-10, and 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.

WHEREAS, Business has previously obtained an approved SCDOT Encroachment Permit for the landscaping, beautification and/or enhancement of the following right of way area:

Permit Number: _____
 Date Issued: _____
 Location: _____

WHEREAS, SCDOT and Business are desirous of entering into this Agreement for the continued and routine maintenance, enhancement and/or beautification of the above-referenced SCDOT right of way.

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

- 1) SCDOT grants Business right of entry onto SCDOT right of way at the above-referenced permitted location for the purpose of routine maintenance, enhancement and/or beautification of the area. Said right of entry will be without notice to the SCDOT; however, such entry will be limited to the scope of the work identified in the encroachment permit. If additional maintenance, enhancement and/or beautification efforts, different from the original scope of work identified in the encroachment permit is requested, Business will be required to submit a new encroachment permit.
- 2) Business agrees to post all necessary traffic control devices, as required by the SCDOT, along the SCDOT right of way prior to the performance of any routine maintenance, enhancement and/or beautification efforts.
- 3) Business agrees that no work shall be accomplished from the mainline side of the highway. Ingress and egress from the work area shall be made from private property as identified on the encroachment permit.
- 4) Business agrees to save and hold harmless the SCDOT from any and all liability resulting from the use of the SCDOT right of ways for routine maintenance, enhancement and/or beautification.

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

SOUTH CAROLINA DEPARTMENT OF
TRANSPORTATION

Business

By: _____
 Its: _____

By: _____
 Its: _____

Recommended by: _____

Recommendations of the
Roadside Enhancement Committee

Respectfully submitted by the South Carolina Department of Transportation's
Commission Roadside Enhancement Committee.

DATE: August 1999

Committee Members:

Hugh Atkins

Vivian Patterson

Barbara Wessinger

Cole Page

Steve Weathers

Lamar Hunnicutt

Michael Dennis

Karen Spencer

Support Personnel:

Keith C. Melvin

Cathy Rice

TRANSPORTATION ADVISORY COMMITTEE
1999 ENHANCEMENT PROJECTS EVALUATION RANKING

NO.	APPLICANT/PROJECT NAME	CATEGORY	FEDERAL AMOUNT	RUNNING TOTAL
1	BETHUNE TOWN - RENEW BETHUNE	1, 5	\$186,160.00	\$186,160.00
2	BATESBURG-LEESVILLE TOWN - MIDDLE SCHOOL SIDEWALK PROJECT	1	\$100,354.00	\$286,514.00
3	CLIO TOWN - ATLANTIC COASTLINE PASSENGER DEPOT	5, 6, 7	\$61,680.00	\$348,194.00
4	McCORMICK TOWN - HISTORIC DOWNTOWN STREETScape	4, 5, 6	\$177,705.00	\$525,899.00
5	CHESNEE CITY - DOWNTOWN STREETScape BEAUTIFICATION PROJECT	1, 5	\$198,436.00	\$724,335.00
6	GAFFNEY CITY - BUFORD STREET SIDEWALK PROJECT	1, 2	\$128,000.00	\$852,335.00
7	GREAT FALLS TOWN - DOWNTOWN STREETScape PROJECT	1, 5, 6	\$200,000.00	\$1,052,335.00
8	KINGSTREE TOWN - RECREATION PATH	1, 5, 6, 11	\$160,000.00	\$1,212,335.00
9	LATTA TOWN - ACADEMY STREET SIDEWALK PROJECT	1	\$49,046.00	\$1,261,381.00
10	LAURENS CITY - COURTHOUSE SQUARE STREETScape PROJECT	1, 5, 6	\$200,000.00	\$1,461,381.00
11	LANCASTER CITY - SOUTH MAIN STREET PROJECT	1, 5, 6	\$200,000.00	\$1,661,381.00
12	LANDRUM CITY - DOWNTOWN BEAUTIFICATION PROECT	1, 5	\$200,000.00	\$1,861,381.00
13	LITTLE MOUNTAIN TOWN - TOWN CENTER DEVELOPMENT	1, 5	\$88,579.00	\$1,949,960.00
14	WINNSBORO TOWN - HISTORIC DOWNTOWN STREETScape - PHASE I	5, 6	\$200,000.00	\$2,149,960.00
15	BENNETTSVILLE CITY - MAIN STREET ENHANCEMENT PROJECT - PHASE II	1, 5, 6	\$20,000.00	\$2,169,960.00
16	BLUFFTON TOWN - US HWY. 278 CORRIDOR	5	\$82,908.47	\$2,252,868.47
17	BEAUFORT COUNTY - US HWY. 278 CORRIDOR	5	\$61,966.58	\$2,314,835.05
18	BEAUFORT CITY - WOODS MEMORIAL BRIDGE BIKE/PED. PATH	1	\$200,000.00	\$2,514,835.05
19	BRANCHVILLE TOWN - RAILROAD DEPOT & MUSEUM	5, 6, 7, 12	\$200,000.00	\$2,714,835.05
20	CHERAW TOWN - DOWNTOWN ENHANCEMENT PROJECT - PHASE 3	4, 5	\$200,000.00	\$2,914,835.05
21	CHESTERFIELD TOWN - DOWNTOWN STREETScape PROJECT - PHASE II	1, 2, 5	\$156,184.00	\$3,071,019.05
22	CALHOUN FALLS TOWN - PEDESTRIAN ACCESS PROJECT	1	\$101,110.00	\$3,172,129.05
23	CLEMSON CITY - CLEMSON DEPOT	2, 5, 12	\$200,000.00	\$3,372,129.05
24	COWARD TOWN - BEAUTIFICATION	5	\$20,000.00	\$3,392,129.05
25	FLORENCE COUNTY SCHOOL DISTRICT 2 - RAIDER RD. SIDEWALKS	1	\$12,811.20	\$3,404,940.25
26	LAKE CITY - STREETScape PROJECT II - WEST MAIN ST.	1, 5	\$200,000.00	\$3,604,940.25
27	SUMTER COUNTY HISTORICAL COMM. - PINWOOD DEPOT RESTOR. PROJ.	5, 6, 7	\$169,474.00	\$3,774,414.25
28	SOCIETY HILL TOWN - WELCOME CENTER & LANDSCAPE	1, 5	\$5,040.00	\$3,779,454.25
29	BONNEAU TOWN - US HWY. 52 BEAUTIFICATION PROJECT	5	\$3,344.00	\$3,782,798.25
30	REESVILLE TOWN - GATEWAY ENTRANCE SIGNS	5	\$3,600.00	\$3,786,398.25
31	MONCK'S CORNER TOWN - DOWNTOWN REDEVELOPMENT	1, 5, 6, 7	\$20,000.00	\$3,806,398.25
32	GEORGETOWN COUNTY PLANNING - HWY. 52 BEAUTIFICATION	6, 5	\$1,635.00	\$3,808,033.25
33	SCRANTON TOWN - GATEWAYS TO SCRANTON	6, 5	\$50,000.00	\$3,858,033.25
TOTAL FUNDS REQUESTED				\$3,858,033.25

CATEGORY:

1. PROVISIONS OF FACILITIES FOR PEDESTRIANS AND BICYCLES.
2. PROVISIONS OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLES.
3. ACQUISITION OF SCENIC EASEMENTS AND SCENIC HISTORIC SITES.
4. SCENIC OR HISTORICAL HIGHWAY PROGRAMS (INCLUDING THE PROVISIONS OF TOURISTS AND WELCOME CENTER FACILITIES).
5. LANDSCAPING AND SCENIC BEAUTIFICATION.
6. HISTORIC PRESERVATION.
7. REHABILITATION AND OPERATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES AND FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND CANALS).
8. PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSIION AND USE THEREOF FOR MULTIUSE NON-MOTORIZED TRAILS).
9. CONTROL AND REMOVAL OF OUTDOOR ADVERTISING.
0. ARCHAEOLOGICAL PLANNING AND RESEARCH.
1. ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RIN-OFF OR REDUCE VEHICLE - CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY.
2. ESTABLISHMENT OF TRANSPORTATION MUSEUMS.



South Carolina Department of Transportation

AGENDA

SCDOT Commission Meeting

November 30, 1999

9:30 a.m.

Moncks Corner Town Hall Court Room

118 Carolina Avenue

Moncks Corner, South Carolina

- | | | |
|-------|--|--|
| I. | Call to Order | Chairman Martin |
| II. | Approval of Minutes, October 28, 1999 | Chairman Martin |
| III. | Recommendations | Ms. Mabry |
| IV. | Vegetation Policy | Commissioner Atkins |
| | A. Presentation on Use of Herbicides | Rom Kellis, Natur Chem |
| | B. Recommendation for Approval of Policy | Commissioner Atkins |
| V. | Rural Enhancement Program Recommendations | Subcommittee: Commissioner Jones
Commissioner Hardee
Ms. Mabry, Mr. Freeman |
| VI. | Mass Transit Program Funding Allocations | Ms. Mabry, Ms. Prince, Mr. Reed
Subcommittee: Commissioner Jones
Commissioner Hardee
Commissioner Truluck |
| | A. Recommendation for Approval of Allocation of Remaining 1999 Funds | |
| | B. Presentation of Proposed Rural Bus Funding Formula | |
| | C. Presentation of Proposed Allocation of 2000 Funds | |
| VII. | Presentation of Proposed SCDOT Budget for 2000/2001 | Ms. Mabry |
| VIII. | Comments | Commissioners
Ms. Mabry |
| IX. | Adjourn | |

* * *

**COMMISSION
AGENDA
TRANSMITTAL
FORM**

FOR COMMISSION MEETING OF: November 29, 1999

ATTACHED INFORMATION IS FOR COMMISSION:

 X **RECOMMENDATIONS**

 EXECUTIVE SUMMARY

PLEASE LIST TITLE OF ATTACHMENT:

REMOVAL OF ROADS FROM THE STATE HIGHWAY SYSTEM

The attached sheets are recommended as a cuff item.
It is recommended the Commission add one section of road and
remove the other sections of road from the State Highway System
as shown on the attached sheets.

Recommended:

[Signature]

[Signature]

Approved:

EXECUTIVE DIRECTOR

Date:

Commission

Please note: This form must be used for all items submitted to the
for approval or reported to the Commission as information.



South Carolina Department of Transportation

RECOMMENDATIONS

Department of Transportation Commission

Meeting of

November 30, 1999

Commission
Form
Agenda
Transmittal

FOR COMMISSION MEETING OF:

ATTACHED INFORMATION IS FOR COMMISSION:

 X Recommendations

 Executive Summary

Dorchester County

Addition to State Highway Secondary System

Addition Number

Description

870

Midland Parkway in Summerville from
S-18-230 (Ladson Road) to S-18-199 (Trolley
Road)
- approximately 0.75 mile
(Designated S-517)

Recommended:

R. H. Freeman

Approved:

Executive Director

=====
Date:

The Department has agreed to accept maintenance responsibility for the above section of road in exchange for the Town of Summerville accepting maintenance for S-18-189, 183 and 184 and Dorchester County accepting maintenance for S-18-137. A request to remove these roads is being submitted for approval by the Commission also.

November 22, 1999

Please note: This form must be for all items submitted to the Commission for approval or reported to the Commission as information.



South Carolina Department of Transportation

AGENDA

SCDOT Commission Meeting

November 30, 1999

9:30 a.m.

Moncks Corner Town Hall Court Room

118 Carolina Avenue

Moncks Corner, South Carolina

- | | | |
|-------|--|--|
| I. | Call to Order | Chairman Martin |
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| | A. Presentation on Use of Herbicides | Rom Kellis, Natur Chem |
| | B. Recommendation for Approval of Policy | Commissioner Atkins |
| V. | Rural Enhancement Program Recommendations | Subcommittee: Commissioner Jones
Commissioner Hardee
Ms. Mabry, Mr. Freeman |
| VI. | Mass Transit Program Funding Allocations | Ms. Mabry, Ms. Prince, Mr. Reed
Subcommittee: Commissioner Jones
Commissioner Hardee
Commissioner Truluck |
| | A. Recommendation for Approval of Allocation of Remaining 1999 Funds | |
| | B. Presentation of Proposed Rural Bus Funding Formula | |
| | C. Presentation of Proposed Allocation of 2000 Funds | |
| VII. | Presentation of Proposed SCDOT Budget for 2000/2001 | Ms. Mabry |
| VIII. | Comments | Commissioners
Ms. Mabry |
| IX. | Adjourn | |

* * *