

**STATE HIGHWAY AND
PUBLIC TRANSPORTATION COMMISSION
OF
SOUTH CAROLINA**



MINUTES AND RECOMMENDATIONS

January 20, 1994



David Bowers
Office of Planning

MINUTES

Department of Transportation Commission

Meeting of

January 20, 1994

MINUTES
DEPARTMENT OF TRANSPORTATION COMMISSION
January 20, 1994

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MINUTES
DEPARTMENT OF TRANSPORTATION COMMISSION
OF
SOUTH CAROLINA

The regular monthly meeting of the Department of Transportation Commission was held at the offices of the State Department of Transportation in Columbia, South Carolina, at eleven o'clock on January 20, 1994. 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

Absent

V. Laniel Chapman, Chairman Presiding
William H. Alford
Charles T. Brooks, Sr.
Vincent Caggiano, Jr.
Thomas A. Drayton
Joe C. Harden
Robert Wm. Harrell, Sr.
W. Brantley Harvey, Jr.
Alec McLeod, Jr.
F. S. McWhirter
Jack Mullinax
Richard Ness
W. M. "Mat" Self
H. C. Shealy
Donald E. Wilder
Frances L. Willis

T. Carroll Atkinson, Jr.
Joseph K. Newsom, Sr.

Also Present: Daniel P. Fanning, Executive Director

SECTION 1: Mrs. Diane Waddle, State Keep America Beautiful/Litter Coordinator with SC Clean and Beautiful of the Governor's Task Force on Litter, presented an award from the National FHWA/Keep America Beautiful program to Executive Director Fanning for excellence in environmentally sensitive programs. Mr. Fanning recognized Mr. Tom Hammond, Mr. McRaney Fulmer, Mr. Bob Blair and Mr. Lee Hax for their contributions in the Keep America Beautiful Program.

SECTION 2: Commission Chairman Chapman and Executive Director Fanning executed, for the Department, cooperative education program agreements with representatives of the following institutions of higher learning:

University of South Carolina
South Carolina State University
York Technical College
Clemson University

Trident Technical College
Greenville Technical College
Denmark Technical College
Columbia Junior College

SECTION 3: The Minutes for the Meeting of December 16, 1993, copies of which had been previously mailed to each member of the Commission were approved.

SECTION 4: The Commission unanimously passed a motion approving monthly reports as published by the Department of activities for the month of December, 1993.

SECTION 5: The Commission unanimously passed a motion approving purchase orders issued for amounts in excess of \$10,000.00 during the month of December, 1993, as shown in the Appendix.

SECTION 6: The Commission unanimously passed a motion authorizing the Department to enter into an agreement with Clemson University for continuation of the Transportation Technology Transfer Service (T3S) for calendar year 1994 at an estimated cost of \$161,000.00, as shown in the Appendix.

SECTION 7: The Commission unanimously passed a motion accepting a report by the Department for Sale of Surplus Right of Way Property for Land and Buildings, as shown in the Appendix.

SECTION 8: The Commission unanimously passed a motion accepting a report by the Department of a quitclaim deed, as shown in the Appendix.

SECTION 9: The Commission unanimously passed a motion authorizing the allocation of funds for state institutions, as shown in detail in the Appendix.

SECTION 10: The Commission unanimously passed a motion authorizing the allocation of funds for capital improvements/land and buildings, as shown in detail in the Appendix.

SECTION 11: The Commission unanimously passed a motion accepting a report by the Department of right of way payments on roads in the State Secondary "C" Construction Program for Greenville, Jasper, Lee and McCormick Counties, as shown in the Appendix.

SECTION 12: The Commission unanimously passed a motion authorizing the award of contract for wastewater force mains, pump station and gravity sewer work in the January 11, 1994 letting, as shown in the Appendix.

SECTION 13: The Commission unanimously passed a motion authorizing award of contracts for highway construction projects in the January 11, 1994 letting subject to the approval of the Federal Highway Administration of federal-aid projects, as shown in the Appendix.

SECTION 14: The Commission unanimously passed a motion rejecting the bids received for highway construction projects in the January 11, 1994 letting for Darlington, Dillon, Florence and Lexington Counties, as shown in the Appendix.

SECTION 15: The Commission unanimously passed a motion rescinding its action on the date indicated in adding a section of road, as shown, to the State Highway System:

Addition
Number

Hampton County

817

County road extending northwesterly from Road S-67 approximately 0.3 mile northwest of SC Route 63 approximately 0.3 mile Designated S-817

Added to System 12/19/91

Note: This road is being removed due to the fact necessary right-of-way cannot be obtained.

SECTION 16: Pursuant to Code Section 57-5-80, the Commission unanimously passed a motion removing the following described road sections from the State Highway System:

Addition
Number

Charleston County

41

Section of road known as Durant Avenue from a point on US Route 52 at or near the junction of old location of US Route 52 in a northeasterly direction to Montague Avenue

Approximately 0.9 mile

Designated S-39

Added to System 1/1/42

Note: This removal is recommended to close this road to traffic in the Park Circle residential area.

Spartanburg County

1052

A frontage road west of I-85 relocation (Casual Drive) from a point 0.2 mile southwest of Road S-41 southwesterly - approximately 0.5 mile

Designated S-1052

Added to System 10/21/93

Note: This removal is recommended due to the fact this road is already covered under a previous addition number.

Addition
Number

York County

✓ 1080 X

Spur road Road S-1054 approximately 0.15 mile south of Route 161 southerly and southwesterly approximately 0.3 mile
Designated S-1080
Added to System 4/18/68
Note: This removal is recommended due to the fact this road is used by farming equipment in a farming operation.

SECTION 17: The Commission unanimously passed a motion correcting the description of sections of State Highways previously added to the State Highway System to read as follows:

Addition
Number

Berkeley County

✓ 1285 X

Sandra Samuels Park Road extending from Road S-45 northeasterly - approximately 0.53 mile
Designated S-1285
Added to System 9/17/92
Revised 10/21/93
Note: This revision is recommended to change the description of the above project to reflect the previous change in length.

Spartanburg County

✓ 1068 X

A frontage road west of I-26 (Zimmerman Road) from Road S-968 northerly to Road S-910 approximately 1.13 miles
Designated S-910
Added to System 10/21/93
Note: This revision is recommended to revise the addition number from addition number 1053 to addition number 1068.

✓ 1069 X

A frontage road west of I-85 relocation from Road S-366 (Upper Valley Falls Road) southerly approximately 0.25 mile
Designated S-1069
Added to System 10/21/93
Note: This revision is recommended to revise the the addition number and secondary number from addition 1054 (S-1054) to addition 1069 (S-1069).

Addition
Number

Spartanburg County, continued

~~1070~~ X A frontage road south of US Route 176 (Access Road) from Road S-366 (Upper Valley Falls Road) easterly to Road S-367 approximately 0.33 mile Designated S-367 Added to System 10/21/93
Note: This revision is recommended to revise the addition number from addition 1055 to addition 1070.

SECTION 18: The Commission unanimously passed a motion amending the State Economic Development Construction Program, as follows:

Item No.

Horry County

Revision

105,201 Avx Corporation - New 2 lane median for 3 access roads to AVX property at Myrtle Beach AFB - 0.60 mile. (Constr) (Description the same - amount increased from \$225,000.00) \$ 520 000 00

Spartanburg County

Addition

105,204 Lear Seating Corporation - Grade, drainage and pave. (Constr) \$ 75 000 00

Revision

105,202 One Price Clothing - Grade, pave & drainage off SC Route 290 near Duncan - 0.60 mile. (Constr) (Description the same - amount increased from \$132,000.00) \$ 174 000 00

SECTION 19: The Commission unanimously passed a motion amending the Hazard Elimination Construction Program, as follows:

Item No.

Greenville County

Revisions

91,264 US 25 - Widen to add turn lanes & improve intersection Cureton Street 500' south of Tallulah Drive - 0.750 (PE) (Description revised to add mileage & for PE only - Amount decreased from \$567,500.00) (R/W & Constr in STP) \$ 60 000 00

Item No.

Sumter County

Revision

91,308 Road S-467 - Improve align from US Route 76 to Walcora Drive - 0.70 mile (PE) (Description revised for PE only - amount decreased from \$320,000.00) (R/W & Constr in STP) \$ 100 000 00

Williamsburg County

Deletion

91,440 US 52/521 - Interchange improvements of US 52/521 (PE, R/W, Constr) (Item being done under National Highway) \$ 3 000 000 00

SECTION 20: The Commission unanimously passed a motion amending the Federal Aid Surface Transportation Construction Program, as follows:

Item No.

Aiken County

Addition

400,722 SC 302 - Relocate and improve intersection from SC 4 to a point .5 mile East of SC 4 - 0.50 mile. (PE, R/W, Constr) \$ 215 000 00

Greenville County

Additions

400,723 Road S-50 - Add turn lanes and signals at the intersection with Road S-448 - 1.9 miles. (R/W & Constr) \$ 270 000 00

400,724 US 25 - Widen to add turn lanes & improve intersection on Cureton Street 500' south of Tallulah Drive - 0.75 mile (R/W, Constr) \$ 508 000 00

Greenwood County

Additions

400,725 Road S-131 - Improve align & align intersection from a point 2000' north of S-166 to a point 3000' south of S-166 - 1.00 miles (R/W, Constr) \$ 220 000 00

Item No.Greenwood County, continuedAdditions, continued

400,726	SC 14 - Realign roadway at the intersection of SC 14 & Road S-164 to 0.5 mile south of intersection 0.5 mile (R/W & Constr)	\$ 157 500 00
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Horry CountyRevision

400,603	Beltline Road - New 2 lane connector from US 701 to S-165 (Country Club Road) - 8.0 miles (PE) (Description revised as a result of GSATS Policy Committee - amount the same)	\$ 500 000 00
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Lancaster CountyAddition

400,727	US 521 - Multilane from .2 mile south of North Carolina State Line to North Carolina State Line 0.2 mile (R/W & Constr)	\$ 103 000 00
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Lexington CountyAddition

400,728	Road S-408 - Improve intersection east of Road S-52 to West of Road S-52 - 0.7 mile (R/W, Constr)	\$ 260 000 00
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Newberry CountyAdditions

400,729	Road S-281 (Colony Church Road) Install railroad signals with gates at the CSXT/Norfolk Southern Railway crossing on Road S-281 (Colony Church Road) near Prosperity (PE, Constr)	\$ 120 000 00
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400,730	Road S-68 (Glenn Street) - Install railroad signals with gates at the CSXT crossing on Road S-68 (Glenn Street) in Newberry. (Combined operations with Norfolk Southern Railway) (PE, Constr)	\$ 80 000 00
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Item No.Newberry County, continuedAdditions, continued

400,731	Caldwell Street - Install railroad signals with gates at the CSXT crossing on Caldwell Street in Newberry. (Combined operations with Norfolk Southern Railway) (PE, Constr)	\$ 80 000 00
400,732	Road S-260 (Cline Street) - Install railroad signals with gates at the CSXT/Norfolk Southern Railway crossing on Road S-260, Cline Street in Newberry. (PE, Constr)	\$ 120 000 00

Pickens CountyRevision

400,314	Road S-37 - Construct bridge over Norfolk Southern Railway to 7.0 mile East of Easley - 0.12 mile (R/W, Constr) (Description revised to add R/W - amount increased from \$470,000.00)	\$ 475 000 00
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Richland CountyRevision

400,529	US 1 (Gervais Street) - Congaree Vista Stratscope from Congaree River to SC 48 (Assembly Street) 0.76 mile (PE, Constr) (Description revised to add Constr - amount increased from \$25,000.00)	\$ 4 325 000 00
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Spartanburg CountyAddition

400,733	Road S-44 (Drayton Avenue) Multilane from North Liberty Street to near S-757 (Maryland Avenue) 1.5 miles (R/W, Constr)	\$ 4 025 000 00
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Sumter CountyAddition

400,734	Road S-467 - Improve align from US Route 76 to Walcora Drive - 0.7 miles (R/W, Constr)	\$ 220 000 00
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Item No.Williamsburg CountyAdditions

96,119	Road S-47 - Replace bridge over Kingstree Swamp Canal 6 miles Northwest of Cades - 0.10 mile. (Constr) (Deficiency points - 80; Detour length 2 miles; 1991 ADT - 298)	\$ 110 000 00
96,120	Road S-347 - Replace bridge over Kingstree Swamp Canal 7 miles northwest of Cades - 0.10 mile. (Constr) (Deficiency points - 88; Detour length 1 mile; 1992 ADT - 650)	\$ 117 000 00

SECTION 23: The Commission unanimously passed a motion amending the Federal Aid Consolidated Primary Construction Program, as follows:

Item No.Greenville CountyRevision

70,596	US 276 - Widen roadway from Haywood Road to I-85 1.5 miles. (PE) (Description revised for PE only - amount decreased from \$3,810,000.00)	\$ 30 000 00
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Lancaster CountyRevision

70,654	US 521 - Multilane from .2 mile south of North Carolina State Line - 0.2 mile. (PE) (Description revised for PE only - Amount decreased from \$105,000.00)	\$ 5 000 00
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Pickens CountyRevision

70,144	Route 8/135 - Improvement on intersection at Pickensville - 0.6 mile (PE) (Project abandoned - amount reduced to actual cost of engineering only)	\$ 41 325 85
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Item No.Jasper CountyRevision

201354 Local Paving Program - Correction of drainage problems in cooperation with Jasper County and the Federal and State Land Resources Commission at various locations in Jasper County including paving at Jasper County Recycling Site \$ 700 000 00
 Description revised - amount unchanged
 Note: This work is to be accomplished by Jasper County.

Orangeburg CountyAddition

202243 Dedication cost for naming a portion of Interstate 95 in Orangeburg County in honor of William Whetstone Wannamaker \$ 500 00

Richland CountyAddition

202244 Approval of funds for the feasibility study including surveys and plans for proposed connector road between Kennerly Road and Hollingshed Road in Richland County \$ 10 000 00

SECTION 29: On motion of Commissioner Brooks, seconded by Commissioner Drayton, the Commission unanimously passed a motion adopting a report of the Minority Affairs Committee entitled Goals and Objectives Accomplishments, as shown in detail in the Appendix.

SECTION 30: On motion of Commissioner Self, seconded by Commissioner Drayton, the Commission unanimously passed a motion accepting a report of recommendations by the Transportation 2000 Committee for use as a guide in conjunction with previous consultant studies. Complete report is shown in detail in the Appendix.

SECTION 31: On motion of Commissioner Harvey, seconded by Commissioner Willis, the Commission unanimously passed a motion authorizing the Department to pursue further review of privatization of the logo sign program by receiving proposals so that those proposals from private organizations can be compared and evaluated both to the benefit of the Department and to the businesses who use the logo signs.

1/20/94

SECTION 32: On motion of Commissioner Alford, seconded by Commissioner Harvey, the Commission unanimously passed a motion granting an exception to the vegetation policy to Clarendon County for beautification at the interchange of I-95 and 261 and authorized the Department to continue to review the vegetation policy as requested.

SECTION 33: On motion of Commissioner Harvey, seconded by Commissioner Drayton, the Commission unanimously passed a motion commending the staff of the Department, and those working with them, for the major steps that have been taken in highway beautification over the past several years.

SECTION 34: On motion of Commissioner Harvey, duly seconded, the Commission unanimously passed a motion approving, on an interim basis, the Greenville County Transportation Committee's transportation plan subject to clarification of the provision concerning the reimbursement of costs and also subject to the CTCs' agreement to provided DOT Commission with an annual report addressing its' compliance with the DBE, MBE and WBE 10% setaside. Complete plan is shown in detail in the Appendix.

SECTION 35: There being no further business to come before the Commission, the meeting was adjourned at 12:40 p.m.

Larry C. Duke
Secretary

V. Laniel Chapman
Chairman

APPENDIX

Department of Transportation Commission

Meeting of

January 20, 1994

RECOMMENDATIONS

Department of Transportation Commission
Meeting of January 20, 1994

Monthly reports published by the Department of activities for the month of December, 1993 are submitted under separate cover. These reports are for the information of the Commission.

It is recommended that the Commission accept the December, 1993 reports.

PAYMENTS FOR RIGHTS OF WAY ON ROADS IN STATE
SECONDARY CONSTRUCTION "C" PROGRAM

Payments have been made for right of way on the following roads in the "C" Construction Program:

December 6, 1993	Project C - Road S-439 - McCormick County - Reece C. Bishop and Mary E. Bishop	\$ 300 00
December 7, 1993	Project C-474 - Road S-409 - Jasper County - Louise C. Anderson, George C. Cuyler, Georgia C. Brantley, Bessie Mae Cuyler, Annie Lee Pinckney and Elone Cuyler	\$1 550 00
December 13, 1993	Project C-289A - Route 14/Road S-136 Greenville County - Susan J. Ream a/k/a/ Susan J. Tyler and Citizens Building and Loan Association, Mortgagee	\$6 500 00
December 13, 1993	Project C-289A Route 14/Road S-136 Greenville County - Jack Earl Duncan, Jr. Tamella V. Duncan, Woodruff Federal Savings and Loan Association, Mortgagee and John H. Kingsbury, Attorney	\$6 500 00
December 17, 1993	Project C - Road S-512 - Lee County - Catherine B. Pate and Jacob Jennings, Attorney	\$2 500 00

The above are payments for final and complete settlement out of court of the right of way condemnation case.

This report is being made in compliance with Section 9 of the minutes of the Commission of December 9, 1957.

Recommendations - 1/20/94

Research Agreement with Clemson University for
continuation of the Transportation Technology
Transfer Service (T3S)

The Department intends to enter into an agreement with Clemson University for continuation of the Transportation Transfer Service (T3S) for calendar year 1994. The Technology Transfer Program was initiated by the FHWA to share technology with and provide assistance to local transportation agencies. The T3 Service in Clemson has provided information to cities, counties, and the Department on transportation matters through workshops, a telephone service, quarterly newsletters, and by providing video tapes on various transportation topics on a loan basis upon request.

The cost of the Service for next year is \$161,000.00. The FHWA will provide 50% of the funding through the Local Technical Assistance Program (LTAP). The remaining portion will be funded by the Department through funds in accordance with FHWA guidelines.

SURPLUS RIGHT OF WAY PROPERTY - LAND & BUILDINGS

1. File 10.766.1 - James Island Expressway - Charleston County:

Informal bids were taken by the Department on May 25, 1993, for the sale of surplus right of way property - building and land and as a result an award was made to the highest bidder for the amount listed below:

Item No.	Description	Amount
1	All that certain, parcel or tract of land, containing approximately 0.53 acre and all improvements thereon including the frame two-story quadruplex approximately 4,200 SF in size. Each unit has two bedrooms, one and one-half baths, living room, dining area, and kitchen located on Tract 61, formerly property of Larry L. Cleveland and Karen L. Tosi, 2668 Starfish Drive, Johns Island, SC (Tract 61-A) and PJP Ventures, 147 Wappoo Creek Drive, Suite 603, Charleston, SC (Tract 61)	\$84,375.88

John H. Ritter, Jr.
84 Chadwick Drive
Charleston, SC 29407

2. File 36.519 - US Route 76 - Newberry County:

Bids were taken by the Department on November 3, 1993, for the sale of surplus right of way property and as a result an award was made to the highest bidder for the amount listed below:

Item No.	Description	Amount
1	Parcel of land containing approximately 0.791 acre, located on the eastern side of US Route 76, in the County of Newberry State of South Carolina, and being shown as a portion of Tract 75.	\$25,506.00

Epting Realty
P. O. Box 698
Newberry, SC 29108

SURPLUS RIGHT OF WAY PROPERTY - LAND

1. File 23.309A - Road S-585 - Greenville County:

During acquisition of right of way for construction of improvements on Road S-585 (West Road) in the City of Travelers Rest, County of Greenville, under File 23.309A, the Department acquired right of way from the City of Travelers Rest by Right of Easement dated July 21, 1992.

At the request of an adjoining owner an investigation was made and it was determined that a 5'X 30' strip of the above right of way could be relinquished in order to clear a Fire Protection Pit. Therefore, a gratis quitclaim deed conveying an approximate 150 square foot parcel of land to Great Southern Warehouses was executed on December 23 1993.

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

01/06/94

Recommendations 1/20/94

ALLOCATIONS - STATE INSTITUTIONS

It is recommended that the Commission authorize allocation of State Highway funds in order to close the account for work completed at a State Institution as follows:

<u>Project No.</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
D-758	Horry	Grading, drainage and asphalt concrete surfacing of 0.260 mile on drive at Horry-Georgetown Tech. <u>Close Account.</u>	
		Total Allocation:	\$89,559.72
		Less Previous Allocation:	<u>64,770.00</u> <u>\$24,789.72</u>
		Total	<u>\$24,789.72</u>

ALLOCATIONS - CAPITAL IMPROVEMENTS/LAND AND BUILDINGS

recommended that the Commission authorize allocations, transfers, reductions and closures of accounts using State Highway funds for capital improvements/land and buildings and return unused State Highway funds to fund balance, as follows:

<u>C No.</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
0.1	Berkeley	Reduce and transfer the allocation for the Berkeley (Moncks Corner) DMV Office to the Greenville DMV Re-Roof. <u>Close Account.</u> Total Allocation: \$22,037.26 Less Previous Allocation: 32,037.26	(\$10,000.00)
0.9	Charleston	Reduce and transfer the allocation for the Charleston Patrol District Headquarters <u>Close Account.</u> Total Allocation: \$80,692.30 Less Previous Allocation: 85,088.87	(\$4,396.57)
0.2	Greenville	To increase the allocation for the Greenville DMV Re-Roof. <u>Close Account.</u> Total Allocation: \$119,006.15 Less Previous Allocation: 107,419.05	\$11,587.10
	Greenville	To establish a new allocation for the Greenville Cty. (Paris Mt.) Land Acquisition.	\$10,000.00
0.2	Greenwood	Reduce and transfer the allocation for the Greenwood Patrol District Complex. <u>Close Account.</u> Total Allocation: \$21,244.85 Less Previous Allocation: 28,288.90	(\$7,044.05)
0.1	Laurens	To reduce and transfer the allocation for the Laurens DMV Office to the Greenville DMV Re-Roof. Total Allocation: \$37,566.37 Less Previous Allocation: 39,153.47	(\$1,587.10)

BIDS RECEIVED BY THE DEPARTMENT
AT ITS LETTING OF JANUARY 11, 1994
COLUMBIA

PURSUANT TO NEWSPAPER ADVERTISEMENTS OF DECEMBER 6, 1993 & DECEMBER 13, 1993, THIRTY SIX BIDS WERE RECEIVED BY THE DEPARTMENT AT ITS LETTING OF JANUARY 11, 1994 FOR THE TEN PROJECTS LISTED BELOW AND IT IS RECOMMENDED THAT THE COMMISSION CONCUR IN THE FOLLOWING ACTIONS.

WITH THE EXCEPTION OF DARLINGTON-DILLON-FLORENCE COUNTIES - S. C. FILE NOS. 16.702, ETC., & LEXINGTON COUNTY - S. C. FILE NO. 32.143A, ALL THE PROJECTS ARE RECOMMENDED FOR AWARD WITH THE UNDERSTANDING THAT THE AWARDS OF CONTRACTS ON F. A. PRIMARY AND INTERSTATE PROJECTS ARE SUBJECT TO THE APPROVAL OF THE FEDERAL HIGHWAY ADMINISTRATION.

RESULTS OF THE BIDS ARE AS FOLLOWS:

1. WASTEWATER FORCE MAINS, PUMP STATIONS AND GRAVITY SEWER WORK

CHEROKEE COUNTY

S.C. FILE NO. 11.611 - FED AID PROJECT NO. IM-85-3(109) - (WASTEWATER FORCE MAINS, PUMP STATIONS AND GRAVITY SEWER WORK) - US RTE. I-85 - TYPE: INSTALLATION OF 2249 L.F. OF 4" FORCE MAIN, 6639 L.F. OF 6" FORCE MAIN, TWO PUMP STATIONS, 1568 L.F. OF 8" GRAVITY SEWER AND 8 MANHOLES. ROUTING IS FROM THE SOUTHBOUND REST STOP TO THE NORTHBOUND REST STOP OR ALONG I-85, LEMMON LANE, ACROSS HWY. 105, ALONG FRONTAGE ROAD ACROSS COUNTRY TO A POINT ON COLE CREEK. TOTAL LENGTH OF PROJECT: 1.98 MILES.

NUMBER OF BIDDERS - 8

LOWEST RESPONSIVE BIDDER - MORGAN CORPORATION, SPARTANBURG, S. C.

AMOUNT.....\$325,990.00

2. ROAD WORK

ANDERSON COUNTY

S.C. FILE NO. 4.898 - FED AID PROJECT NO. HES-8804(01) - (ROAD WORK) - SC RTE. 81 & 86 - TYPE: GRADING, DRAINAGE, STEEL BEAM G.R. & ASPH. CONC. SURFACING OF 0.652 MILE ON SC RTE. 81 (RELOCATION), 0.492 MILE ON RD. SC RTE. 86 FROM 1600 FEET NORTH SC 81 TO 900 FEET SOUTH SC 81. TOTAL LENGTH OF PROJECT: 1.144 MILES.

NUMBER OF BIDDERS - 3

LOWEST RESPONSIVE BIDDER - EAGLE CONSTRUCTION CO., INC., NEWBERRY, S. C.

AMOUNT.....\$1,040,414.14

COLLETON COUNTY

S.C. FILE NO. 15.566 - FED AID PROJECT NO. STP\HES-9115(001) - (ROAD WORK) - SC-362 - TYPE: GRADING, DRAINAGE, AND ASPH. CONC. SURFACING OF 0.284 MILE ON SC-362 FROM 0.02 MI SOUTH OF S-345 NORTHERLY FOR 0.28 MI. TOTAL LENGTH OF PROJECT: 0.284 MILE.

NUMBER OF BIDDERS - 3

LOWEST RESPONSIVE BIDDER - J. F. CLECKLEY & CO., ORANGEBURG, S. C.

AMOUNT.....USING ALT. NO. 2 - FOSSILIFEROUS LIMESTONE BASE CR. (8" UNIF.)....\$173,875.94

HORRY COUNTY

S.C. FILE NO. 26.5046 - (ROAD WORK) - SC RD. S215 - TYPE: REHABILITATION WITH STAB AGG. BASE COURSE & ASPH CONC SURFACING OF 0.800 MILE ON RD. S-215 (10TH AVE.N.)FROM SEABOARD ST. TO NANCE ST. TOTAL LENGTH OF PROJECT: 0.800 MILES.

NUMBER OF BIDDERS - 2

LOWEST RESPONSIVE BIDDER - APAC-CAROLINA, INC., DARLINGTON, S. C.
AMOUNT.....\$357,346.61

LEE COUNTY

S.C. FILE NO. 31.445 - STATE PROJECT NO. C-445 - (ROAD WORK) - RDS. S-519, S-520, S-520SP & S-521 - TYPE: GRADING, DRAINAGE, ASPHALT CONCRETE SURFACING OF .081 MILE ON RD. S-519 SMALL COURT, (ITEM 001365) FROM S-55(CALHOUN STREET) NORTHWESTERLY FOR 0.081MI; GRADING, DRAINAGE, AND BITUMINOUS SURFACING OF 0.217 MILE ON S-520 JOHNSON RD. (ITEM 201396) FROM SC RTE. 34 NORTHEASTERLY FOR 0.217 MILE; 0.075 MILE ON RD. S-520SP, (CONQUEST LANE)(ITEM 201396) FROM S-520 TO S-383; AND GRADING,DRAINAGE AND ASPH CONC SURFACING OF .084 MILE ON RD. S-521 CASA NOVA COURT (ITEM 201485) FROM S-65 NORTHERLY TO 0.084 MILES. TOTAL LENGTH OF PROJECT: 0.457 MILE.

NUMBER OF BIDDERS - 4

LOWEST RESPONSIVE BIDDER - A. P. BOWDEN CONSTRUCTION, INC., CAMDEN, S. C.
AMOUNT.....USING ALT. NO. 1 - 15" R.C. PIPE CUL.-CLASS III,\$74,465.26
& 18" R.C. PIPE CUL.-CLASS III

LEXINGTON-RICHLAND COUNTIES

S.C. FILE NOS. 32.761, 32.761.1, 32.809.1, 32.761.8 & 40.147A - FED AID PROJECT NOS. IM-26-2(136), IMG-26-2(136) & IM-26-2(137) - (ROAD, BRIDGE & TRAFFIC SIGNAL WORK) - US RTES. I-26\671 & I-26 - TYPE: GRAD.,DR., ACSC, GDR, OF 2.841 MILES ON US RTE. I-26 FROM ST. ANDREWS INTERC. NORTHLY TO NEAR RICHLAND COUNTY LINE; 0.687 MILE ON RD. S-671 PINEY GROVE RD. FROM LEWISHAM RD. TO RICHLAND CO. LINE; 2.018 MILES ON FRONT & ACCESS RDS. (INTSECT. IMPROVEMENTS) AT I-26 & PINEY GROVE RD.; 1.794 MILES ON RAMPS (INTSECT. IMPROVEMENTS AT I-26 & PINEY GROVE RD.; 0.336 MI. ON S-671 (PINEGROVE RD.) FROM LEXINGTON COUNTY LINE TO 1100' N. PINEYWOODS RD. AND 0.232 MI. ON FRONT. & ACCESS RDS. ALSO REPLACING EXISTING UNDERPASS WITH A 258'X 78' R.C. & S.S. (ROLLED BEAMS & PLATE GIRDERS) UNDER RD. S-671(PINEY GROVE RD.); REPLACING EXISTING BRIDGE WITH A 90'X 76' R.C. FLAT SLAB BRIDGE OVER KINLEY CREEK (K-2 TRIBUTARY) ON RD. S-671(PINEY GROVE RD.) BETWEEN US RT. I-26 AND RD. S-36(ST. ANDREWS RD.) IN LEXINGTON COUNTY; TRAFFIC SIGNAL SYSTEM WORK AND TEMPORARY & PERMANENT PAV. MKGS. TOTAL LENGTH OF PROJECT: 7.908 MILES.

NUMBER OF BIDDERS - 3

LOWEST RESPONSIVE BIDDER - REA CONSTRUCTION CO., CHARLOTTE, N. C.
AMOUNT.....\$13,754,590.78

A+B BIDDING USED ON THIS PROJECT A+B = \$13,754,590.78

A PORTION = \$11,054,590.78

SPARTANBURG COUNTY

S.C. FILE NO. 42.312A - FED AID PROJECT NO. STP-9304(710) - (ROAD WORK) - SC RTE. 101 - TYPE: WIDEN, GRADE, DRAINAGE, MILLING ASPH PMT, CONC CURB & GUTTER, ASPH CONC SURF, TRAF SIGNALS & TEMPORARY & PERMANENT PAVEMENT MARKINGS. OF 1.728 MILE ON SC-101 AT BMW PLANT FROM 0.557 MILE EAST OF S-298 TO US RT. I-85; 0.214 MILE ON RAMPS AT I-85, 0.312 MILE ON SIDEROADS. TOTAL LENGTH OF PROJECT: 2.254 MILES.

NUMBER OF BIDDERS - 5

LOWEST RESPONSIVE BIDDER -EAGLE CONSTRUCTION CO., INC., NEWBERRY, S. C.

AMOUNT.....USING ALT. NO. 1 - MACADAM BASE CR. (6" UNIF.).....\$2,709,375.87
& MACADAM BASE CR. (8" UNIF.)

YORK COUNTY

S.C. FILE NO. 46.833 - FED AID PROJECT NO. STP-9303(739) - (ROAD WORK) - RDS. S-31, S-6, S-510 & S-710 - TYPE: WIDENING, GRADING, DRAINAGE & ASPH. CONC. SURF. CR. OF 0.100 MILE ON RD. S-31 FROM RD. S-6 TO 527' NE OF RD. S-6; 0.199 MILE ON RD. S-6 FROM 500' NORTH OF RD. S-31 TO 500' SOUTH OF RD. S-31; 0.122 MILE ON RDS. S-31 & 510 FROM 130' NORTH OF S-710 TO 540' SOUTH OF S-710; 1.613 MILES ON RDS. S-31&710 FIRETOWER RD. FROM S-6 NORTHWESTERLY TO 0.4 MI. NW OF S-624. TOTAL LENGTH OF PROJECT: 2.034 MILES.

NUMBER OF BIDDERS - 3

LOWEST RESPONSIVE BIDDER - C. RAY MILES CONSTRUCTION CO., INC., ELGIN, S. C.

AMOUNT.....USING ALT. NO. 1 - MACADAM BASE CR. (8" UNIF.).....\$1,064,468.52

RECOMMENDED FOR REJECTION

DARLINGTON-DILLON-FLORENCE COUNTIES

S.C. FILE NOS. 16.702, 17.542 & 21.964 - FED AID PROJECT NO. NHG-95-3(043) - (RE-SIGNING WORK) - US RTE. I-95 - TYPE: FABRICATING, FURNISHING AND ERECTING NEW GROUND MOUNTED AND OVERHEAD MOUNTED SIGNS, BREAKAWAY POSTS, OVERHEAD SIGN STRUCTURES AND DELINEATORS ON I-95 FROM US RTE. 52 TO THE NORTH CAROLINA STATE LINE AND CROSSING ROUTES; ALSO INCLUDED IS THE REMOVAL OF THE SIGNS, DELINEATORS AND SUPPORTS BEING REPLACED. TOTAL LENGTH OF PROJECT: 35.790 MILES.

NUMBER OF BIDDERS - 4
LOWEST RESPONSIVE BIDDER - APEX CONTRACTING, INC., PARIS, KY
AMOUNT.....\$639,298.22

LEXINGTON COUNTY

S.C. FILE NO. 32.143A - STATE PROJECT NO. C-143A - (ROAD WORK) - RD. S-1171 - TYPE: GRADING, DRAINAGE & BITUMINOUS SURFACING OF 0.529 MILE ON RD. S-1171 CHEROKEE TRAIL (ITEM 201454) FROM RD. S-485 CHEROKEE ROAD SOUTHWESTERLY FOR 0.53 MI. TOTAL LENGTH OF PROJECT: 0.529 MILE. NO BONDS REQUIRED PER SECTION 12-27-1320 OF THE 1976 CODE, AS AMENDED BY SECTION 45B, PART II, ACT 189 OF 1989, AND AS FURTHER AMENDED BY SECTION 28B, PART II, ACT 612 OF 1990. NOTE: BIDDERS ON THIS CONTRACT MUST BE SMALL BUSINESS CONCERNS OWNED AND CONTROLLED BY ECONOMICALLY AND SOCIALLY DISADVANTAGED ETHNIC MINORITIES AS CERTIFIED BY THE S. C. DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION.

NUMBER OF BIDDERS - 1
LOWEST RESPONSIVE BIDDER - W. FRAZIER CONSTRUCTION, INC., RAVENEL, S. C.
AMOUNT.....USING ALT. NO. 1 - 15" R.C. PIPE CUL.-CLASS III, ETC.....\$184,134.25

**MINORITY AFFAIRS COMMITTEE
GOALS AND OBJECTIVES
ACCOMPLISHMENTS**

Wednesday, January 19, 1994

The Minority Affairs Committee adopted several challenging goals and objectives for 1993. The Minority Affairs Program focused on a number of priority areas designed to improve and strengthen minority and women participation in all aspects of the Department Program.

- 1) Developed a comprehensive DBE Program Improvement Plan that was approved by the Commission on July 15, 1993. The thirteen point plan outlined the major strategies for improving the DBE program.
- 2) Conducted two Procurement Information Outreach Forums in the Charleston and Greenville areas, designed to increase the number of small firms participating in procurement opportunities with the Department.
- 3) Continued to implement the Pilot Partnership Agreement with FHWA, SCSU, and SCDOT involving a number of important initiatives, designed to remove artificial barriers to communication, cooperation and participation between the Transportation Agencies and Historically Black Colleges and Universities (HBCU).

The most noted accomplishments were the following:

- The Dwight David Eisenhower Scholarship Program involving 24 plus students receiving over \$155,000 in scholarships
 - Developing a Cooperative Education Program for SCSU students
 - The Summer Transportation Institute for ninth and tenth grade students
 - Two highway related research projects with SCSU School of Engineering Technology
- 4) Continuing to participate with SCSU to conduct the Annual EDI Training School for approximately 25 DBE/WBE Contractors participating in the Highway Construction Program.

5) Continuing to actively work with personnel to develop a Recruitment Program to attract Minorities and Women Civil Engineers in under utilized areas.

6) Continuing efforts to assist Engineering to identify opportunities for DBE participation on Pre-construction and Professional Service Projects.

7) Continuing to draft the request for proposal (RFP) to publicize and receive consultants bids to conduct a Croson Disparity Study of the S.C. Highway Construction Program as required by the General Assembly.

8) Continuing plans to appeal to the Banking Community to participate in developing a Financial Program for improving DBE's contractors access to capital, this program will be modeled after the RIDOT's DBE Capital Improvement Program.

9) Continuing to review the feasibility of designating a lead engineer to work with the Engineering Division, Office of Compliance, Technical and Supportive Services Program to ensure positive communication, early technical assistance in the field, and sub-contract mediation for engineering related matters.

The program's future emphases should be on developing an effective Outreach Program and to focus the Technical assistance on the firms actively participating in the program and those firms taking steps to develop a management plan for growth and development.

SOUTH CAROLINA
TRANSPORTATION 2000 COMMITTEE
FINAL REPORT

December 1993

Transportation 2000 Committee Members

Chairman:

Mr. Isadore E. Lourie, Lourie, Curlee, Barrett & Safran

Vice-Chairman:

Mr. Fred P. Brinkman, Consultant, Council of Myrtle Beach Area Organizations

Bishop Joseph B. Bethea, South Carolina United Methodist Conference

Mr. John Brown, Am-Pro Protective Agency

Dr. James E. Clark, Clemson University Civil Engineering Professor

Mr. James P. Creel, Co-Chairman Area Council on Transportation-Myrtle Beach

Representative Toney L. Farr, District No. 42

Mr. Richard L. Few, Retired Transportation Executive

Senator Robert Ford, District No. 42

Mr. Robert B. Funk, Retired General Manager, BASF

Mr. Douglas L. Hinds, Attorney

Mr. William M. Hixon, Businessman

Dr. Ken Humphries, University of South Carolina Dean of Engineering

Dr. Vermelle Johnson, Executive Vice President, Provost, S.C. State University

Representative Thomas G. Keegan, District No. 106

Senator John Land, District No. 36

Mr. Doug McKay, Executive Asst. for Economic Development, Governor's Office

Mr. Charles H. Moorefield, Consultant with LPA Group

Dr. Joseph K. Newsom, Sr., District No. 4 Highway Commissioner

Mrs. Elizabeth J. Patterson, Former Fourth District Congresswoman

Mr. Harold M. Robertson, Retired Businessman

Mr. Robert B. Scarborough, President, Atlantic Coast Life Insurance

Mr. John Taylor, President, Creighton Consultants Corp.

Mr. John A. Warren, Senior Advisor to Governor for Commerce

Mr. William D. Workman, III, Mayor, City of Greenville

The Transportation 2000 Committee was created by the South Carolina Department of Transportation Commission to study the transportation issues for the next decade. The Commission established the membership of the committee and charged it to make a determination of the critical surface transportation needs, to prioritize those needs, and to formulate a funding plan to support these needs. The Committee was directed to make their findings and recommendations by November 30, 1993.

The committee decided that the best method of complying with the charge of the Department of Transportation Commission was to establish three basic subcommittees to make a comprehensive study of the Department of Transportation. The subcommittees and chairpersons were as follows: 1. **Highway Transportation Chairperson, Doug Hinds**; 2. **Highway Finance Chairperson, Robert Scarborough**; and 3. **Mass Transportation Chairperson, Fred Brinkman**. The committee and subcommittees met on a regular basis to consider these three issues.

This report consists of findings and recommendations that the majority of the committee sees as the best method to meet our future transportation needs. The findings and recommendations of each subcommittee will be presented with a summary following at the end of the report.

I. Highway Transportation Subcommittee

Findings

The goal of the highway transportation subcommittee was to make an independent analysis of the critical surface transportation needs facing South Carolina in the next decade and to prioritize these critical needs.

The subcommittee heard from the Department of Transportation relative to the method used to determine the number and location of bridges in South Carolina which will require reconstruction during the next decade. **See Attachment A.**

The subcommittee reviewed the rationale in determining the mileage and system location of the roads which must be resurfaced or rehabilitated in South Carolina in order to maintain the present level of pavement conditions. **See Attachment B.**

The subcommittee was of the opinion that there were two unique projects that have statewide economic impacts. These two projects were the Conway Bypass and the Grace Memorial Bridge replacement.

The subcommittee developed a prioritized list of critical needs for the next decade. **See Attachment C.** This list reflects the areas of concern relative to the transportation infrastructure needs of the next decade.

RECOMMENDATIONS

The subcommittee recommends that the Transportation 2000 Committee accept the 10 year needs as those that should be addressed to keep the highway transportation system in South Carolina from deteriorating to the point that it affects the safety and economic well being of the citizens of South Carolina. No additional financial responsibilities should be added to the System Upgrade portion of the Department of Transportation's 10 year critical needs list until the needs listed on Attachment C has been accomplished.

The subcommittee also recommends that the State Secondary System total mileage be limited and or capped and that "C" Funds be apportioned among three primary areas.

- (1) Maintenance of existing State Secondary Roads and Bridges.
- (2) Maintenance of Municipal and County Roads and Bridges.
- (3) Construction of new roads and bridges.

The cap on the State Secondary mileage should be maintained by accepting newly constructed roads into the State Secondary System while returning back to the local government low volume roads from the State Secondary System.

II. Highway Finance Subcommittee

Findings

The goal of the highway finances subcommittee was to hear and learn as much as possible about the funding and expenditures of the Department of Transportation as currently reorganized. The subcommittee did not consider needed projects or determine any priority list. The main goal of the subcommittee was to determine how the Department of Transportation could meet the financial needs over the next decade.

The subcommittee reviewed the total amount of revenue expected, and learned that the current motor fuel tax is 16 cents. The 16 cents is designated as follows: one cent to the counties is is the aid to subdivision formula, 2.66 cents designated to the County Transportation Committee, and 12.334 cents is left for the Department of Transportation. The subcommittee learned that each cent of motor fuel tax is equivalent to \$22.7 million in revenue. The subcommittee found that restructuring of state government has actually reduced the amount of construction dollars available to the Department of transportation. The motor vehicle fees have been transferred to the General Fund of the State.

The subcommittee studied a report by Executive Director Fanning showing that in 1992 South Carolina received less return on the Federal motor fuel tax than any other state under the current Federal-Aid Highway Funding [Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)]. South Carolina in 1992 received only 80 cents of every dollar of federal motor fuel revenue collected in South Carolina. Exploring the Federal allocation formula presented a difficult task for the subcommittee in trying to determine exactly how South Carolina could improve its share of federal motor fuel revenue. The subcommittee concluded that the only way this can be achieved is for our legislative delegation in Washington to obtain a better formula for the distribution of federal motor fuel revenue. It is unlikely that this can be done until the next Transportation Bill which will be passed in 1998.

The subcommittee then looked at the current spending of the motor fuel tax revenue. In an independent study by the University of North Carolina - Charlotte, South Carolina ranked third behind only Wyoming and Arkansas, as the states providing the best highway system at the lowest cost to the tax-payer. It was determined that South Carolina is getting more mileage out of the dollars it has to spend on transportation than most other states. **Attachment D** illustrates the Department of Transportation's critical needs over the next decade and their

ranking of priority. It showed a short-fall over the next ten years of \$2.888 billion dollars in highway construction, bridge maintenance, and resurfacing as well as over \$510 million for the Conway Bypass and replacement of the Cooper River Bridge. In addition, there are three other major projects which combined costs is \$810 million. These three projects are the Greenville Southern Connector, the Bobby Jones Expressway and the Cross Island Connector.

The Finance Committee did not feel at this time that they can make a recommendation to meet all of these needs. The subcommittee's recommendation is only a partial solution reducing the shortfall from \$2.888 billion to \$1.008 billion (**Attachment E**).

Recommendations

1. The Department should complete the five year construction plan they are now working on. The plan should then be updated annually and distributed throughout the state to political leaders, Metropolitan Planning Organizations (MPOs), Council of Governments, and libraries. This will give the public five (5) years advance notice on the amount of construction and resurfacing to be programmed.

2. The subcommittee recommends the Department work with the MPOs to rewrite and update the Formula for Guideshares to the MPOs by including such factors as lane miles travelled, number of registered vehicles, accidents, and population within the MPOs boundaries. A new formula should be more reflective of the changing conditions in the jurisdiction of the MPOs.

3. The Department should continue to operate under the current appropriation until an independent management study has been conducted and presented to the Department of Transportation Commission.

4. South Carolina is ranked fourth in the nation for the number of roadway miles in the state highway system and our revenue per mile is one of the lowest of all states. With the exception of the Interstate System, the subcommittee strongly feels a cap of the State Secondary mileage should be maintained by accepting newly constructed roads into the State Secondary System while returning back to local governments low volume roads from the State Secondary System. When a new road is added to the system, an equal number of lane miles shall be removed from the State system in the county of the new construction.

5. The State of Pennsylvania has a program which as worked very well in reducing the number of miles in their state system. This program involves a voluntary system of returning secondary roads to local governments. The subcommittee recommends that the Department develop a similar program to reduce the number of miles of secondary road in the South Carolina State Highway System.

6. The subcommittee recommends that the Department of Transportation urge the General Assembly to use the motor fuel tax revenues exclusively for the purposes designated in the S. C. Code of Laws which authorize the imposition and collection of said fuel taxes. And, that the interest on said revenue, approximately five (5) million dollars per year, for the same purposes.

7. The subcommittee recommends that the current motor fuel tax revenue that is presently allocated for aid to subdivisions should be reverted to the Highway Fund, and an increase in license tag and driver license fees should be allocated for aid to subdivisions which would replace the transfer of motor fuel tax dollars.

8. The subcommittee urges the General Assembly to rewrite the current County Transportation Committee (CTC) legislation to require that at least 50% of the funds allotted to a county be used for maintenance of state roads in the county and the balance of the revenue be used to maintain and build county roads and for limited construction of new "C" roads as permitted by statute and South Carolina Department of Transportation policy.

10. The five major construction projects, and maybe others, should be constructed (as outlined in **Attachment E**) under a joint program whereby local toll authority in partnership with the Department build, maintain and operate facilities. The local authority shall have the responsibility of setting tolls to insure the repayment of bonds as projected. Each project would have to be structured differently. Where the project can not be funded by toll revenues, the Department and local community would have to pay in funds to cover shortfalls.

III. Mass Transportation Subcommittee

Findings

The goal of the mass transportation subcommittee was to make an analysis of the mass transportation needs facing South Carolina in the next decade with the emphasis on those needs that directly relate to the responsibilities of the South Carolina Department of Transportation.

The subcommittee studied such issues as public transportation for rural and small town areas, high speed rail service, use of abandoned railroad rights-of-way and public transportation in tourism areas.

The subcommittee learned that as a result of state government restructuring, a Division of Mass Transit was created within the Department of Transportation. The new responsibilities of the Division of Mass Transit include development of a statewide mass transportation system, coordinating the preservation of railroad rights-of-way for future use, and coordinating rail passenger services of high speed rail planning and development.

Recommendations

As funding resources are expanded for the Department of Transportation's surface transportation programs, proportionate increases should be allocated for mass transit.

An appropriation or allocation of \$600,000 will need to accompany proposed state legislation to implement a mandated coordination of local, regional and state plans for all public agencies involved with public transportation for the purpose of "getting the most bang for the buck" in the development and improvement of mass transit services.

To help offset the disadvantage of South Carolina's position as a donor state in receiving less federal motor fuel tax revenues than are collected in the state, special efforts should be made to develop viable mass transit demonstration projects that will qualify for federal funding in excess of available formula funding allocations.

Private sector investment in mass transit facilities and services should be considered wherever feasible, recognizing that public subsidy will be needed in most cases.

Pursue new dedicated sources of revenue at the local and state levels that could be applied to mass transit as well as other surface transportation needs.

In tourism destination areas, combinations of local, state, federal and private sector resources could finance mass transit capital improvements to serve visitors and employees of the tourism industry, with revenues from fares on such transportation contributing to self-sustaining operations.

Conduct continuing public education and awareness programs through the Department of Transportation and private sector organizations to help increase demand and usage of mass transit and encourage investment in such facilities and services, with resulting increases in revenues through user fees.

CONCLUSION

The Transportation 2000 Committee has found that the present South Carolina Department of Transportation system will not meet the demands placed on it during the next decade. The current highway system is in need of rapid repair and has become too large to effectively maintain with present available funds.

The recommendations detailed in this report will begin the necessary process and strategy to build a balanced transportation program for the next decade. Transportation is critical to the State of South Carolina's economic survival and the recommendations call for an investment in the future of South Carolina which cannot be ignored.

SELECTION OF DEFICIENT BRIDGES FOR REPLACEMENT

The Commission at its April 15, 1993 meeting approved a method of prioritizing the selection of deficient bridges for replacement. All state owned deficient bridges were grouped into three categories as follows:

1. Deficient bridges for which no detour exists.
2. Deficient bridges which have an average daily traffic (ADT) count of 250 vehicles per day or greater and have a detour length of 5 miles or greater.
3. All other deficient bridges not included in groups 1 or 2.

The bridges within each group are ranked by deficiency points which may range from 0 to 100. Deficiency points indicate the relative deficiency of the bridge when compared to other deficient bridges with the higher points indicating the greater deficiency. Due to the large number of bridges in Groups 2 and 3, it was determined that the most deficient bridges should be given greater priority for replacement. In Group 2, the top one third based on deficiency points (deficiency points equal to 67 or greater) were placed on a priority list for replacement. In Group 3, the top one fourth based on deficiency points (deficiency points equal to 75 or greater) were placed on a priority list for replacement. All bridges in Group 1 are placed on a priority list for replacement without regard to the deficiency points since these are bridges which have no alternate routes. Within each group, the bridges were ranked by cost factor (ratio of replacement cost to deficiency points) with the lower cost factor having the higher priority.

The above groupings attempt to give a rational method of prioritizing bridge replacement by considering the best benefit to the public and the most efficient use of the available funds. Highest priority is given to Group 1 with lowest priority assigned to Group 3.

To date, Group 1 includes 10 bridges. Five of these bridges are in the plan development phase, three were repaired by SCDOT Maintenance personnel, and one is under construction. The remaining bridge cannot be replaced now due to the construction of a bridge on an alternate route to serve as a replacement.

Group 2 includes 40 bridges. Thirty bridges are in the plan development phase, four will be repaired by SCDOT Maintenance personnel, three are currently under construction, and the disposition of the remaining three bridges is still being reviewed.

Group 3 includes approximately 190 bridges. Seventeen are in the plan development phase and nine are currently under construction. The disposition of the remaining bridges is being reviewed.

Some of the above bridges were in the development or construction phases prior to the Commission's action in April of 1993. Since April of 1993, 48 bridges have been

Selection of Deficient Bridges for Replacement

(Cont'd)

Page 2

programmed for replacement and are in the plan development phase. Of these, 37 are scheduled to be bid for construction this fall. The remaining 11 bridges will be bid in the next 18 to 24 months. The Department is continuing to bring additional bridges included in these priority groups to the plan development phase.

The Department is able to bring some of these deficient bridges to contract in a relatively short time (approximately six months) by using streamlined project development methods. This includes new flexible design criteria, sending a team of expert staff to visit each bridge location, construction within existing right of way when possible, and minimizing wetland impacts to the greatest degree possible.

Resurfacing Needs**10 YEAR RESURFACING & REHABILITATION PROGRAM TO BRING SYSTEM UP TO AN ACCEPTABLE LEVEL**

Pavement rehabilitation needs for a 10 year program were estimated for both the Interstate and Primary systems using the Department's network level pavement management system. The Secondary system survey was done at the county level. Criteria and survey coverage used in the analysis was as follows:

- Interstate:** 10 Year Program Criteria (800 Centerline Miles)
- i) 100% of the Interstate mileage was used in the pavement condition survey.
 - ii) Allowable backlog of projects was kept at a minimum. Interstate system considered the highest level of service in the highway system.
 - iii) Allowable network pavement quality not to fall below the 1992 level of service.
- Primary:** 10 Year Program Criteria (9400 Centerline Miles)
- i) 36% of the Primary system mileage was used in the pavement condition survey as a sample for this estimate.
 - ii) Allowable backlog of projects restricted to no more than 30% of existing mileage.
 - iii) Primary network pavement quality will show improvement beyond the 1992 level of service.
- Secondary:** 10 Year Program Criteria (31000 Centerline Miles)
- i) 100% of the existing mileage is visually surveyed by County personnel.

RESULTS

System	Total Cost	Miles	Cost/Mile
Interstate	\$ 260,000,000	860	\$ 302,326
Primary	\$ 513,300,000	7,858	\$ 65,322
Secondary	\$ 331,337,865	11,863	\$ 27,930
Statewide Total	\$ 1,104,637,865	20,581	\$ 53,673
Avg Annual Totals	\$ 110,463,786	2,058	\$ 53,673

10 YEAR NEEDS In Priority Order

A. CRITICAL NEEDS

1. Bridges	Numbers	Estimated Costs (Expressed in millions in 1993 dollars)
a. • INTERSTATE	112	\$ 50
b. • PRIMARY	465	207
c. • SECONDARY	833	233
d. • LOCAL	<u>466</u>	<u>97</u>
	1876	Subtotal \$587
2. Pavement Rehabilitation	Miles	
a. • INTERSTATE	860	260
b. • PRIMARY	7858	513
c. • SECONDARY	<u>11,863</u>	<u>331</u>
	20,581	Subtotal \$1,104
3. Basic Maintenance		250
4. Unique Projects		
a. • Conway Bypass		300
b. • Grace Memorial Bridge Replacement		210
5. Inflation		112
		TOTAL <u>\$2,563</u>

B. SYSTEM UPGRADE

\$1,210*

(Includes State Highway Improvement Program (SHIP) 10 year program and potential toll funded facilities i.e., Bobby Jones Expressway, and Southern Connector)

* Excludes any toll funds

Grand Total \$3.773

SCHEDULE 1 - 10 YEAR PRIORITIES*

	PRIORITIES	COST	FUNDS AVAILABLE	NEW SOURCES	SHORTFALL	TOTAL SHORTFALL
1	Interstate Bridges	\$50,000,000	\$50,000,000	NONE	\$0	\$0
2	Primary Road Bridges	\$207,000,000	\$180,000,000	NONE	\$27,000,000	\$27,000,000
3	Portion of secondary bridges	\$100,000,000	\$100,000,000	NONE	\$0	\$27,000,000
4	Interstate Pavements	\$260,000,000	\$260,000,000	NONE	\$0	\$27,000,000
5	Primary Pavements	\$513,000,000	\$280,000,000	NONE	\$233,000,000	\$260,000,000
6	Balance of secondary bridges	\$133,000,000	\$20,000,000	NONE	\$113,000,000	\$373,000,000
7	Portion of secondary pavements	\$150,000,000	\$0	NONE	\$150,000,000	\$523,000,000
8	Added bridge maintenance	\$250,000,000	\$0	NONE	\$250,000,000	\$773,000,000
9	Balance of secondary pavements	\$181,000,000	\$0	NONE	\$181,000,000	\$954,000,000
10	Budgetary inflation factor	\$112,000,000	\$0	NONE	\$112,000,000	\$1,066,000,000
11	Conway Bypass	\$300,000,000	\$0	NONE	\$300,000,000	\$1,366,000,000
12	Grace Bridge (Cooper River Bridge)	\$210,000,000	\$0	NONE	\$210,000,000	\$1,576,000,000
13	Southern Connector	\$500,000,000	\$0	NONE	\$500,000,000	\$2,076,000,000
14	Bobby Jones Expressway	\$250,000,000	\$0	NONE	\$250,000,000	\$2,326,000,000
15	Cross Island Connector	\$60,000,000	\$0	NONE	\$60,000,000	\$2,386,000,000
16	Interstate Capacity Needs	\$572,000,000	\$100,000,000	NONE	\$472,000,000	\$2,858,000,000
17	Mass Transit/Commuter Rail	\$30,000,000	\$0	NONE	\$30,000,000	\$2,888,000,000

* These priorities are not official and were done only as a brainstorming exercise.

SCHEDULE 2 - 10 YEAR PRIORITIES* WITH NEW SOURCES ADDED

	PRIORITIES (10 YEARS)	COST	FUNDS AVAILABLE	NEW SOURCES	SHORTFALL	TOTAL SHORTFALL
1	Interstate Bridges	\$50,000,000	\$50,000,000		\$0	\$0
2	Primary Road Bridges	\$207,000,000	\$100,000,000	I. Interest from transportation funds	\$50,000,000	(\$23,000,000)
3	Portion of secondary bridges	\$100,000,000	\$100,000,000		\$0	(\$23,000,000)
4	Interstate Pavements	\$260,000,000	\$260,000,000		\$0	(\$23,000,000)
5	Primary Pavements	\$513,000,000	\$280,000,000	II. Increase in registration fees	\$150,000,000	\$83,000,000
6	Balance of secondary bridges	\$133,000,000	\$20,000,000	III. C Funds to Maintenance	\$300,000,000	(\$187,000,000)
7	Portion of secondary pavements	\$150,000,000	\$0	IV. License Fee Increase	\$60,000,000	\$90,000,000
8	Added bridge maintenance	\$250,000,000	\$0		\$250,000,000	\$213,000,000
9	Balance of secondary pavements	\$181,000,000	\$0		\$181,000,000	\$391,000,000
10	Budgetary inflation factor	\$112,000,000	\$0		\$112,000,000	\$506,000,000
11	Mass Transit Commuter Rail	\$30,000,000	\$0		\$30,000,000	\$536,000,000
12	Interstate Capacity Needs	\$572,000,000	\$100,000,000		\$472,000,000	\$1,008,000,000
SHORTFALL TOTAL						\$1,008,000,000
13	Conway Bypass	\$300,000,000	\$0	Tolls and Local Incentives	\$300,000,000	\$0
14	Grace Bridge (Cooper River Bridge)	\$210,000,000	\$0	Tolls and Local Incentives	\$210,000,000	\$0
15	Southern Connector	\$500,000,000	\$0	Tolls and Local Incentives	\$500,000,000	\$0
16	Bobby Jones Expressway	\$250,000,000	\$0	Tolls and Local Incentives	\$250,000,000	\$0
17	Cross Island Connector	\$60,000,000	\$0	Tolls and Local Incentives	\$60,000,000	\$0
PROJECT SHORTFALL TOTAL						\$0

* These priorities are not official and were done only as a brainstorming exercise.

I. Interest from Department of Transportation accounts - approximately five (5) million dollars per year.

II. Increase in registration fees

III. Guarantee fifty (50) percent of C Funds go to road maintenance - approximately thirty (30) million dollars per year.

IV. License fee increase -

**GREENVILLE
COUNTY
TRANSPORTATION
PLAN**

AND

**TRANSPORTATION
COMMITTEE
APPOINTMENT**

Duggan, Reese and McKinney, P.A.

Attorneys at Law

P.O. Box 569

Greer, South Carolina 29652

Telephone: (803) 877-9624

Telephone: (803) 271-2795

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John B. Duggan
W. Allen Reese
Ronald W. McKinney

Offices
600 N. Main Street
Greer, S.C.

2nd Floor
306 E. North Street
Greenville, S.C.

December 22, 1993

Daniel P. Fanning
Executive Director
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202

RE: Submission of Greenville County-Wide
Transportation Plan

Dear Mr. Fanning:

Enclosed please find the County-Wide Transportation Plan adopted by the Greenville County Transportation Committee on December 16, 1993. This Plan is submitted to the Department of Transportation in compliance with the provisions of S.C. Code, Ann., §12-27-400, as amended in 1993 by Section 23, Part II, "Permanent Provisions" of Act 164 of 1993.

Please note that under Section III of the Plan, "Professional Services in Planning Projects and Administering Funds," the Transportation Committee has designated the Department of Transportation to administer the funds. We have already discussed with District Engineer Cyril Busbee tentative arrangements for that process.

Please review the Plan and notify me as to the Department's approval at my office address provided above. Should you have any questions, please let me know.

Sincerely,



RONALD W. MCKINNEY

RWM/cgp

Enclosure(s)

cc: Mr. B.K. Jones

**GREENVILLE COUNTY TRANSPORTATION COMMITTEE
GREENVILLE COUNTY SQUARE
301 UNIVERSITY RIDGE
GREENVILLE, SC 29601**

COUNTY-WIDE TRANSPORTATION PLAN

GREENVILLE COUNTY TRANSPORTATION COMMITTEE
GREENVILLE COUNTY SQUARE
301 UNIVERSITY RIDGE
GREENVILLE, SC 29601

COUNTY-WIDE TRANSPORTATION PLAN

INTRODUCTION

This County-Wide Transportation Plan (herein "the Plan") is adopted by the Greenville County Transportation Committee (herein "GCTC") in compliance with S.C. Code, Ann., §12-27-400, as amended in 1993 by Section 23, Part II, "Permanent Provisions" of Act 164 of 1993. The purpose of the Plan is to establish a means for the evaluation, planning, and implementation of road projects and related matters eligible for funding from sources subject to the authority of the GCTC.

FINDINGS

Greenville County has a population of approximately 320,000 persons occupying a land area of approximately 795 square miles. The population density of the County varies from light to moderate in the more rural areas of the County to fairly concentrated in the central urban area, in which are located municipalities and suburban subdivisions. In addition to serving as a place of residence for its inhabitants, the County serves as a place for education, entertainment, and commercial activity for its own residents and for thousands of residents from surrounding counties. The topography varies from mountainous to rolling hills with numerous streams and a few small rivers, but no large bodies of water. The economy is oriented toward manufacturing and service industries. The County is part of a regional economy having similar characteristics, and it is transversed by a heavily traveled interstate corridor, I-85.

These circumstances create a variety of transportation needs. Greenville County contains approximately 3200 miles of public roads, with the South Carolina Department of Transportation (herein "DOT") maintaining approximately 1400 miles of roads, the County government being responsible for approximately 1400 miles of roads, and the municipalities combined maintaining approximately 400 miles of roads. These roads are subject to certain previously established planning and assessment procedures.

The Greenville Area Transportation Study ("GRATS") was created in 1964 to assure the development of a coordinated transportation system for the County's urban area. The GRATS Policy Coordinating Committee, a Metropolitan Planning Organization (MPO), is designated under federal law to plan and program major highway improvements within the central area of the County having a population density in excess of 1000 persons per square mile. The Policy Committee receives assistance from the Study Team composed of planning and engineering professionals and acting in cooperation with the staff of DOT. The Policy Committee has

adopted a 20 year plan and a 5 year program addressing road needs of major thoroughfares in the GRATS study area. The GRATS Committee has adopted its plan and program after study and deliberation, and it has done so in accord with criteria otherwise established by federal and state law.

Moreover, the Greenville County Council and the City Councils of the various municipalities have participated jointly over the last two (2) years in the adoption of a County-Wide Thoroughfare Plan. The County-Wide Thoroughfare Plan includes not only the improvements envisioned in the GRATS plan and program, as from time to time amended, but includes also additional roads not necessarily eligible for state and federal assistance, and extends beyond the existing GRATS study area to include the entire land area of the County. Local governing bodies, in close cooperation with the Greenville County Planning Commission staff, have used a uniform method of evaluation for assessing road needs prior to adopting their respective components of the County-Wide Thoroughfare Plan. The GCTC has reviewed the uniform criteria used by the local governing bodies to evaluate roads in the County-Wide Thoroughfare Plan, including the GRATS 20 year plan and 5 year program, and the GCTC finds the criteria to be a meritorious method for road planning purposes. A reasonable estimate of the cost to implement the County-Wide Thoroughfare Plan is \$538 million and that estimate may underestimate the actual need by at least \$30 million.

The DOT maintains a pavement evaluation system to assess the condition of roads subject to its responsibility. The State Highway System includes the Interstate System, state primary roads, and state secondary roads. The GCTC has been apprised of the evaluation system and the coordination between DOT officials at the District and State levels as to the implementation of that evaluation system; the GCTC finds the objectives of the system meritorious.

The County Roads and Bridges Department has established an inventory of local roads. The inventory has used uniform criteria to evaluate the condition of local roads. The County Roads and Bridges Department is now implementing a computer software system which tracks the current condition of local roads. It projects the anticipated costs and the anticipated year of construction with a view toward assuring compliance with engineering standards of acceptability. The GCTC has reviewed the County's method of evaluating road conditions and projecting costs and dates of construction, and the GCTC finds the approach to be meritorious.

In 1993 the County of Greenville issued a \$10 million bond issuance for the improvement of local roads in both the incorporated and unincorporated portions of the County. The roads to be improved by the bond issuance are not those addressed by the GRATS Plan and the County-Wide Thoroughfare Plan. Nor have such roads been eligible for assistance from state revenue except for the limited amounts available through state aid to political subdivisions and, beginning in 1983, local paving projects under the C-Fund statute. The 1993 bond issuance is the first of several anticipated periodic county road bond issuances needed to address an estimated need of \$60 million in capital improvements for such local roads. This estimated capital need is in addition to the ordinary expenditure allocated in the County's operating budget to road maintenance and repair, set in the 1993-94 fiscal year at approximately \$3 million.

In the context of these established planning and assessment processes, the GCTC must analyze its supervision of C-Funds. It must do so with reference to the character of traditional

C-Fund projects, the expanded range of uses for such funds, and the existing federal, state, and local planning processes.

The GCTC finds that C-Funds were originally designed by the General Assembly to allow persons familiar with local roads to determine spending priorities for the state secondary system. While the range of projects eligible for C-Funds expenditures has expanded in recent years, especially with the 1993 statutory revision, the original purpose remains in effect. In Greenville County, the DOT provides some funds for repaving and other maintenance of secondary roads. However, virtually the sole source for secondary road improvements is C-Funds; and a substantial portion of funding for secondary road repaving comes from C-Funds as well. In the past, these arrangements have been addressed cooperatively by the Greenville County Legislative Delegation and District Offices of the DOT with due regard for the DOT Pavement Evaluation System as it is revised from time to time. Recognizing the unavailability of alternative fundings for state secondary roads in Greenville County, the GCTC finds that priority for its expenditures should be assigned to state secondary roads, and other projects should be evaluated accordingly.

Prior to the 1993 amendment to the C-Fund statute, the State of South Carolina allocated the C-Fund component of the gasoline tax to all counties by giving equal weight to a County's proportional share of population, land area, and qualifying road miles. No weight was given to the amount of tax revenue generated by the County. Greenville County's current allocation pursuant to that formula is approximately \$2.5 million. Nothing in the 1993 legislation alters the basic allocation formula for C-Funds; and Greenville County's allocated share of C-Funds is likely to be in the same range as it has been in recent years. However, the new legislation makes available to Greenville County and to other "donor" counties which have contributed more tax revenue than they have received an additional \$9.5 million to be divided proportionally in accord with the County's gas tax generating experience. The additional sum thus allocated to such donor counties will be subject to the same provisions regarding the distribution of C-Funds at the County level. Thus those additional funds coming to Greenville County shall be subject to the rights and duties as provided by statute to the Greenville County Transportation Committee.

Prior to 1993, the power to select projects and authorize the dispersion of C-Funds was vested in County Legislative Delegations. The GCTC finds the Greenville County Legislative Delegation has exercised that responsibility based on the merits of projects submitted for consideration, with due deference to the professional recommendations of DOT engineers and with an equitable distribution of benefits to all geographical areas within the County.

In the context of these circumstances, the GCTC must now begin evaluating secondary road needs and other traditional C-Fund projects and also consider such other special needs as may from time to time arise with other types of projects. The Committee must do so with due regard to the planning and assessment processes already in effect, in particular the DOT Paving Evaluation System, the GRATS and County-Wide Thoroughfare Planning Procedures, and the County and Municipal Road Inventory System. In developing such broader use of the funds subject to its authority, the GCTC recognizes the professional calibre of the existing processes and knows that duplication of efforts would be counterproductive.

GCTC also recognizes the need to establish its own criteria to evaluate projects under its purview with reasonably objective standards in a manner compatible with the goal of achieving an equitable distribution throughout the County of available funds. Such uniform evaluation of road needs should be implemented as soon as feasible.

At the same time, the GCTC recognizes that when there is a change from one system of approving road projects to another method, there is inevitably a need for a reasonable accommodation for prior practices. This need for accommodation is especially pressing when the road projects tentatively approved in accord with prior practices are justified on the merits, even though new procedures being adopted might have resulted in somewhat different assignment of priorities as to particular projects. Moreover, disapproval by a new committee of projects previously approved or anticipated for approval will create confusion and frustration among citizens who have reasonably expected imminent improvements. Accordingly, a one (1) year transition period will be necessary to assure continuity and to allow the GCTC to maximize the use of available time to study, discuss, and approve project proposals submitted for the Committee's consideration under any uniform criteria which may be adopted. During the one (1) year transition period, the GCTC shall give deference to pending projects which were approved in accord with prior practices.

Finally, the GCTC finds that it has no professional staff of its own to carry out the administrative operations necessary for a smoothly functioning process of road assessment, planning, and construction. Nor is the interest of the public likely to be served by the GCTC undertaking at this stage of its existence to establish such a staff of administrative and professional personnel to administer projects. The DOT has available in its local offices local personnel who are familiar with the administrative processes to be followed and the design and engineering standards to be met for state roads. The GCTC therefore finds it appropriate to designate the DOT as the entity to administer funds subject to the Committee's authority as provided for in this document.

WHEREFORE, having made the findings presented here, the GCTC adopts the following plan:

PLAN PROVISIONS

I. Projects Eligible for Assistance.

All highways and roads in the State Highway System, including but not limited to those in the GRATS 20 year plan and 5 year program, qualify for assistance. All roads and streets in the County-Wide Thoroughfare Plan and the Greenville County local road inventory system as from time to time amended pursuant to standard procedure - also qualify. It is specifically understood, however, that priorities shall be given to the state secondary road system and to such other projects as have traditionally received C-Fund assistance and continue to qualify.

Should the GCTC receive a request for assistance on a road project from any individual, business entity, community, special purpose district, or other political subdivision, the GCTC

shall not approve such request absent consultation with each entity responsible for the maintenance and improvements of the affected roads. The priority assigned to such qualifying projects by any other planning committee, department, or agency shall not necessarily be binding upon the GCTC in its assessment and assignment of priorities. However, the GCTC shall act cooperatively with all affected entities in efforts to coordinate the application of funds to such projects, with due deference given to the statutory authority vested in such other planning and implementing agencies.

For purposes of this Plan the word "project" shall mean primarily construction, improvements, and maintenance of roads and reasonably related expenses, such as preliminary engineering, right of way acquisition, and such other costs as are ordinarily encountered in such undertakings. The term shall also be deemed to include the provision of grading, drainage, signs, signals, sidewalks, and the like, whenever such services and products are reasonably related to public roads or public places otherwise related to transportation.

II. Objective Criteria and Equitable Distribution of Funds.

The GCTC shall by resolution adopt standards of objective criteria to be applied in setting priorities for qualifying projects, provided such criteria assure the dominant position to be afforded traditional C-Fund projects. To the full extent feasible, such criteria shall be fully compatible with the criteria used by the DOT Pavement Evaluation Plan, the GRATS Plan, the Greenville County-Wide Thoroughfare Plan, and the Greenville County Roads and Bridges inventory program. GCTC shall also pay due regard to assuring equitable distribution of funds throughout the County, including both the incorporated and unincorporated areas. In arriving at a determination on what constitutes an equitable distribution, the GCTC shall give due regard to the overall nature and character of distributions for the preceding two (2) years. Such determination shall also give due regard to needs-based assessments, without regard to election district boundaries. It is the purpose of this provision to achieve fair treatment for all communities without mandating a specific pro-rata allocation by electoral district.

III. Professional Services in Planning Projects and Administering Funds.

The GCTC herewith designates the DOT as the entity authorized to administer funds allocated to Greenville County and subject to the GCTC's authority. The designation is made in recognition of the Department's experience and familiarity with funding procedures, bidding procedures, design specifications and review, construction specifications and approval, and other engineering and business practices associated with road projects. To the extent this plan and authorized projects apply to local road projects, the DOT shall be deemed authorized by GCTC to enter agreements with county and municipal officials to administer such projects or to designate the County or a municipality with the capacity to administer its own programs to do so in accord with customary practices, it being the intent of this plan to encourage and enhance coordination and cooperation of state and local governmental entities whenever possible. Nothing contained in this section shall be deemed a waiver by the GCTC of its authority or

responsibility to approve project proposals and to review the progress of such projects once they are approved. Nor shall this provision be deemed to relieve DOT, the County, or any municipality from the responsibility to comply with all federal and state laws otherwise applicable to bidding practices.

The GCTC, in its discretion, may enter agreements with the County of Greenville, or other local governmental entities, for the professional services of its planners, engineers, or other staff to assist in the planning process, to receive project requests, to prepare evaluations of such requests for the benefit of the GCTC, and where necessary to coordinate the implementation of GCTC approved projects with other governmental entities, including but not necessarily limited to the DOT.

IV. Administrative Expenses.

The GCTC may expend funds for reasonable administrative expenses. Those expenses shall include any contractual expense incurred pursuant to this plan as well as such ordinary expenses reasonably related to providing for meetings, postage, copying, letterhead and other basic office supplies, telephone charges, and the like.

V. Severability.

This County-Wide Transportation Plan is to be construed to comply with all applicable provisions of law. Should any court of competent jurisdiction determine that any provision contained in this document fails to comply, then such offending provision shall be deemed severed and excluded from the plan and all remaining provisions shall be given full force and effect to the extent they comply with applicable provisions of law.

ADOPTED THIS 16th DAY OF DECEMBER, 1993.

RONALD W. MCKINNEY, Chairman

September 27, 1993

Honorable David H. Wilkins
408 East North Street
Greenville, South Carolina 29601

Dear Representative Wilkins:

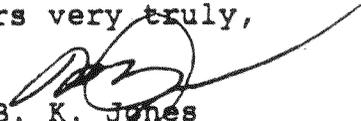
I am in receipt of your letter of September 15, 1993, advising on behalf of the Greenville County Legislative Delegation that Mr. Ron McKinney- Chairman, Mr. Thomas T. Adkins, Mr. James E. Hudson, Mr. Timothy E. Madden, Mr. J. M. Fleming, Mr. James F. Gossett, Mr. Bobby Burch, Mr. Bruce White, and one vacancy to be appointed in District 20/21 have been appointed as County Transportation Committee.

With reference to your letter, please be advised the County Transportation Committee (CTC) needs to adopt a countywide transportation plan and submit it to the Department of Transportation for review and approval. Currently, Greenville County has a program deficit balance of \$2,648,146.06. Attached for your ready reference is the latest copy of the Department's "C" Construction Status Statement which I feel is self-explanatory.

Thank you for the Delegation's prompt action in this connection and I will hold this appointment letter and include it as a part of the Transportation Plan for Greenville County.

With kind regards, I am

Yours very truly,



B. K. Jones
Special Assistant to
Executive Director

cc:
Commissioner Jack Mullinax
Commissioner Laniel Chapman
Honorable James E. Bryan, Jr.
Honorable Theo W. Mitchell
Honorable J. Verne Smith

Honorable David H. Wilkins
September 27, 1993
Page Two

Honorable H. Samuel Stilwell
Honorable David L. Thomas
Honorable Milton A. Alexander
Honorable Ralph Anderson
Honorable Boyd O Dell Baker
Honorable Harry F. Cato
Honorable H. Howell Clyborne, Jr.
Honorable Michael L. Fair
Honorable Terry E. Haskins
Honorable Michael F. Jaskwhich
Honorable James H. Mattos
Honorable Willie B. McMahand
Honorable Lewis R. Vaughn

Dist. Engrg. Adm. Busbee
District No. 3

BKJ:lls (CTC File)

The House of Representatives

STATE OF SOUTH CAROLINA

STATE HOUSE

P. O. BOX 11867

Columbia 29211

September 15, 1993



DAVID H. WILKINS
SPEAKER PRO TEMPORE

HOME ADDRESS
408 E. NORTH STREET
GREENVILLE, S. C. 29601

Mr. Laniel Chapman
Chairman
State Highway and Public
Transportation Commission
PO Box 2506
Anderson, SC 29622

Dear Laniel:

The County Transportation Committee of Greenville County has now been formed and all members with the exception of one (1) position have been appointed. Enclosed is a copy of the format of the Committee, as adopted by the delegation. It is certainly our intention that the County Transportation Committee meet very soon and begin its work to adopt a County-wide transportation plan.

Also enclosed is a list of the members of the committee as duly elected by the Greenville County Legislative Delegation on September 13, 1993.

If you have any questions, please so advise.

Yours very truly,

David H. Wilkins
Chairman of Greenville
County Legislative Delegation

DHW/sm
Enclosure

cc: Mr. B. K. Jones
Executive Director's Office
Department of Highways and Public
Transportation

MEMBERS OF THE COUNTY TRANSPORTATION
COMMITTEE OF GREENVILLE COUNTY AS ELECTED
BY THE GREENVILLE LEGISLATIVE DELEGATION
ON SEPTEMBER 3, 1993

Districts 17 and 18	Thomas T. Adkins
Districts 19 and 26	James E. Hudson
Districts 20 and 21*	
Districts 22 and 24	Timothy E. Madden
Districts 23 and 25**	J. M. Fleming
Districts 27 and 28**	James F. Gossett
Member at large seat #1	Ron McKinney, Chairman
Member at large seat #2	Bobby Burch
Member at large seat #3**	Bruce White

* To be filled at next meeting.

** Designates initial three (3) year term. All other terms are for two (2) years.

COUNTY TRANSPORTATION COMMITTEE AS APPROVED BY
THE GREENVILLE COUNTY LEGISLATIVE DELEGATION
AUGUST 2, 1993

1. Nine (9) members will be selected by the Delegation as follows:
 - A. One (1) each from the two (2) House Districts designated as follows:
 - Districts 17 and 18
 - Districts 19 and 26
 - Districts 20 and 21
 - Districts 22 and 24
 - Districts 23 and 25
 - Districts 27 and 28
 - B. Three (3) members at-large.
 - C. Each member shall serve a two (2) year term, except for four (4) members who shall serve an initial three (3) year term and thereafter a two (2) year term.
 - D. For the first term, three (3) members, which shall be selected at random from the six (6) dual House designations, shall serve initial three (3) terms and one (1) of the at-large members shall be designated a three (3) year term.
 - E. One (1) of the at-large members shall be designated as Chairman and shall be appointed for a two (2) year term.
 - F. The County Transportation Committee must be made up of "fair representation of municipalities and incorporated areas of the county". Prior to the election of the committee members, the residence of each nominee shall be

made known to the Delegation.

- G. Offices other than Chairman may be elected by the Committee as necessary.
- H. The secretary to the Delegation shall serve as recording secretary to the County Transportation Committee.
- I. Meetings shall be held at County Square Office Complex.
- J. The Chairman of CTC will be ex-officio on GRATS.
- K. Ex-officio members, which shall be non-voting, shall be as follows:

- (1) One from Legislative Delegation
- (2) One from County Council
- (3) One from municipalities as determined by the Mayor
- (4) Highway Engineer or his designee
- (5) Highway Commissioner from this district
- (6) Planning Commission Director or his designee
- (7) One from the GRATS committee

RECEIVED

FEB 07 1994

PLANNING