

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



MINUTES AND RECOMMENDATIONS

September 16, 1993

Gerry Berenbrok

MINUTES

Department of Transportation Commission

Meeting of

September 16, 1993

MINUTES
DEPARTMENT OF TRANSPORTATION COMMISSION
September 16, 1993

Table of Contents

	<u>Page</u>
Roll Call	
Section 1 Minutes for Meeting of August 19, 1993, Approved	1
Section 2 Reports of the Department for the Months of June, July and August, 1993, Approved	1
Section 3 Material and Equipment Purchases in Excess of \$10,000.00 During the Month of July, 1993, Approved	1
Section 4 Agreement, Town of Hilton Head, Authorized	1
Section 5 Contract, Wilbur Smith and Associates, Authorized	2
Section 6 Contract, Wilbur Smith and Associates, Authorized	2
Section 7 Contracts, Collins Engineers, Inc., and Russell-Veteto Engineering, Authorized	2
Section 8 Consulting Firm, re Computer modeling in its Metropolitan Planning Program, Authorized	2
Section 9 Executive Director's Office, Installation of Wallpaper, Authorized	2
Section 10 Sale of Surplus Right of Way Property, Quitclaim Deeds, Authorized	2
Section 11 Allocations of Transfers and Closures of Accounts, Authorized	2
Section 12 Unserviceable, Junked and Obsolete Property, Sale of August 4, 1993, Approved	2
Section 13 Used Motor Vehicles and Equipment, Sale of Surplus August 18, 1993, Approved	2
Section 14 Retreatment Contracts, Extended	3
Section 15 Highway Construction Contract, Traffic Signal, Award of Letting of September 8, 1993	3
Section 16 Highway Construction Contract, Wildflower Planting, Award of Letting of September 8, 1993	3
Section 17 Highway Construction Contract, Resurfacing Projects Award of Letting of September 8, 1993	3

Section 18	Highway Construction Contract, Awarded Letting of September 8, 1993	3
Section 19	State Highway System, Action Rescinded	4
Section 20	State Highway System, Description Corrected	4
Section 21	Transfer from State Highway Primary System to State Highway Secondary System	4
Section 22	State Highway System, Road Removal	4
Section 23	State Highway System, Additions	6
Section 24	State Economic Development Construction Program, Amended	7
Section 25	State Bridge Replacement Construction Program, Amended	8
Section 26	State Primary/Urban Construction Program, Amended	9
Section 27	Hazard Elimination Construction Program, Amended	9
Section 28	Federal Aid Consolidated Primary Construction Program, Amended	15
Section 29	Federal Aid Bridge Replacement Construction Program, Amended	16
Section 30	Federal Aid Bridge Replacement (Off-System) Construction Program, Amended	17
Section 31	Federal Aid Consolidated Primary (Resurfacing-Restoration-Rehabilitation) Construction Program, Amended	17
Section 32	Federal Aid Surface Transportation Construction Program, Amended	18
Section 33	Federal Aid National Highway Construction Program, Amended	20
Section 34	Federal Aid Secondary Projects (Statewide) Construction Program, Amended	21
Section 35	State Strategic Highway Plan for Improving Mobility and Safety (SHIMS) Construction Program, Amended	21
Section 36	State Secondary "C" Construction Program, Amended	22

Section 37	Resolutions, Colonel R. N. Alford, Milton W. Dufford, and Max H. Young	25
Section 38	Approval of Statewide Transportation Improvement Plan	25
Section 39	Mass Transit Program, continue Status QUO	25
Section 40	Resolution, Mrs. Juanita Mitchell White	25
Section 41	County Transportation Plans for Calhoun and Richland Counties, Adopted	26
Section 42	Adjournment	26

MINUTES
DEPARTMENT OF TRANSPORTATION COMMISSION
OF
SOUTH CAROLINA

September 16, 1993

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 September 16, 1993. 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

V. Laniel Chapman, Chairman Presiding
Charles T. Brooks, Sr.
Vincent Caggiano, Jr.
Thomas A. Drayton
Joe C. Harden
W. Brantley Harvey, Jr.
Alec McLeod, Jr.
Jack Mullinax
Joseph K. Newsom, Sr.
W. M. "Mat" Self
Donald E. Wilder
Frances L. Willis

Absent

William H. Alford
T. Carroll Atkinson, Jr.
Robert Wm. Harrell, Sr.
F. S. McWhirter
Richard Ness
H. C. Shealy

Also Present: Daniel P. Fanning, Executive Director

SECTION 1: The Minutes for the meeting of August 19, 1993, copies of which had been previously mailed to each member of the Commission, were approved.

SECTION 2: The Commission unanimously passed a motion approving monthly reports as published by the Department of activities for the months of June, July and August, 1993.

SECTION 3: The Commission unanimously passed a motion approving purchase orders issued for amounts in excess of \$10,000.00, during the month of August, 1993, as shown in the Appendix.

SECTION 4: The Commission unanimously passed a motion authorizing the Department to enter into an agreement with the Town of Hilton Head Island for the design and construction of a traffic signal at an estimated cost of \$80,000.00 and \$375,000.00, as shown in the Appendix.

SECTION 5: The Commission unanimously passed a motion authorizing the Department to enter into a contract with Wilbur Smith and Associates for a Congestion Management Study and Conceptual Design of Improvements for the Greenville-Spartanburg area at an estimated cost of \$250,000.00, as shown in the Appendix.

SECTION 6: The Commission unanimously passed a motion authorizing the Department to enter into a contract with Wilbur Smith and Associates for renovation of rest areas and welcome centers throughout the state, as shown in the Appendix.

SECTION 7: The Commission unanimously passed a motion authorizing the Department to enter into a contracts with Collins Engineers, Inc., and Russell-Veteto Engineering to perform underwater bridge inspection in Districts 1, 5, 6 and 7, as shown in the Appendix.

SECTION 8: The Commission unanimously passed a motion authorizing the Department to select a consulting firm for the purpose of providing on call assistance for computer modeling in its Metropolitan Planning program, as shown in the Appendix.

SECTION 9: The Commission unanimously passed a motion authorizing the installation of wallpaper in the Executive Director's Office at an estimated cost of \$600.00, as shown in the Appendix.

SECTION 10: The Commission unanimously passed a motion accepting a report by the Department for quitclaim deeds, as shown in detail in the Appendix.

SECTION 11: The Commission unanimously passed a motion authorizing allocations, transfers and closures of accounts for capital improvements/land and buildings as shown in detail in the Appendix.

SECTION 12: The Commission unanimously passed a motion approving the sale of Unserviceable, Junked and Obsolete Property located at the South Carolina Department of Transportation, Chester Maintenance Shop, Route 72 Bypass, Chester, South Carolina, bids for which were received on August 4, 1993, as shown in the Appendix.

SECTION 13: The Commission unanimously passed a motion approving the sale of Surplus Used Motor Vehicles and Equipment located at the Department's Equipment Depot, Shop Road, Columbia, South Carolina, bids for which were received on August 18, 1993, as shown in the Appendix.

SECTION 14: The Commission unanimously passed a motion approving the action of the Department in extending existing bituminous retreatment contracts to include additional resurfacing work, as shown in the Appendix.

SECTION 15: The Commission unanimously passed a motion authorizing award of contract for a traffic signal installation in the September 8, 1993 letting, as shown in the Appendix.

SECTION 16: The Commission unanimously passed a motion authorizing award of contract for a wildflower planting in the September 8, 1993 letting, as shown in the Appendix.

SECTION 17: The Commission unanimously passed a motion authorizing award of contracts covering resurfacing projects in the September 8, 1993 letting, as shown in the Appendix.

SECTION 18: The Commission unanimously passed a motion authorizing award of contracts for highway construction projects in the September 8, 1993 letting subject to the approval of the Federal Highway Administration on federal-aid projects, as shown in the Appendix.

SECTION 19: The Commission unanimously passed a motion rescinding its action on the dates indicated in adding sections of roads, as shown, to the State Highway System:

Addition
Number

Calhoun County

- | | |
|-----|--|
| 469 | Connector road between Road S-340 and S-341 in the Town of Cameron - approximately 0.2 mile
Designated S-469
Added to System 11/21/91 |
| 470 | Extension of Road S-341 in the Town of Cameron from current end of road southwesterly approximately 0.1 mile
Designated S-341
Added to System 11/21/91
Note: These roads are being removed at the request of the District Highway Commissioner. |

Lexington County

- | | |
|------|---|
| 1779 | Cardinal Road extending from Road S-593 easterly and northerly to E. O. Shull Lane
approximately 0.15 mile
Designated S-593
Added to System 11/19/87
Note: This road is being removed at the request of the Delegation. |
|------|---|

SECTION 20: The Commission unanimously passed a motion correcting the description of the following section of a state highway previously added to the State Highway System to read as follows:

Addition
Number

Greenwood County

487 Fleming Street in Ware Shoals from US Route 25 Business at its intersection with Road S-332 southwesterly to Route 252 approximately 0.1 mile Designated P-2401 Added to System 11/16/72 Removed 7/15/93
Note: The above road was removed as P-1401 at the July 15, 1993 Commission meeting while the correct road number is P-2401.

SECTION 21: The Commission unanimously passed a motion rescinding its action of transferring a road from State Highway Primary System to State Highway Secondary System as follows:

Addition
Number

Richland County

3020 Greystone Boulevard from US Route 176 (Broad River Road) southerly to Road S-1888 (Addition 2888) on the south side of the Interstate Route 126 Interchange - approximately 0.99 mile Designated S-3020

SECTION 22: 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

Beaufort County

Portion of 5 Paris Avenue extending from Road S-63 (9th Street) southerly to 6th Street Designated S-5 Added to System 12/19/25
Note: This removal is requested by the Town of Port Royal for proposed development by the town in this area.

Addition
NumberNewberry County

- 159 Herron Avenue in the Town of Whitmire from Washington Street (Road S-469) to Spring Street (Road S-470) - approximately 0.15 mile
Designated S-216
Added to System 8/20/53
- 470 Spring Street in the Town of Whitmire from Herron Avenue (Road S-216) to Sinclair Avenue (Road S-324) - approximately 0.2 mile
Designated S-470
Added to System 6/18/64
Note: These removals are recommended at the request of the Town of Whitmire.

Orangeburg County

- 1381 Access road to the Elloree Veneer Company Plant from Route 6 adjacent to Elloree approximately 0.2 mile
Designated S-1366
Added to System 9/18/69
Note: This removal is recommended at the request of the District Engineering Administrator due to the fact this road is privately used by Elloree Veneer Company.

Saluda County

- 262 Drive at Good Hope Church from US Route 178 near Mayson - approximately 0.2 mile
Designated S-262
Added to System 6/16/60
Note: This removal is recommended at the request of the Delegation.

Williamsburg County

- Portion of 643 Section of road adjacent to Kingstree extending from Road S-646 southerly to Road S-643
Designated S-643
Added to System 9/16/76
Note: This removal is recommended at the request of the Delegation.

SECTION 23: Pursuant to Code Section 57-5-70, the Commission unanimously passed a motion adding the following roads to the State Highway System, maintenance jurisdiction by the Department of such road to become effective when construction to the State Highway standards shall have started:

<u>Addition Number</u>	<u>Richland County</u>
3020	Greystone Boulevard from US Route 176 (Broad River Road) southerly to Road S-2888 (Addition 2888) on the south side of the Interstate Route 126 Interchange - approximately 0.99 mile Designated S-3020
3021	A frontage road east of Interstate Route 26 (Fernandina Road) from Woodcross Drive at Harbison southerly to the Lexington County Line approximately 0.13 mile Designated S-3021
3022	Balmoral Road extending from Stonehaven Drive (Road S-2608) to Lockleven Road approximately 0.08 mile To be designated S-3022
3023	Lockleven Road extending from Stonehaven Drive (Road S-2608) to Balmoral Road approximately 0.22 mile To be designated S-3024
3024	Caledonia Lane extending from Glengarry Drive (Road S-2599) to cul-de-sac approximately 0.22 mile To be designated S-3024
3025	Glasgow Drive extending from Caledonia Lane (Road S-3024) to Stonehaven Drive (Road S-2608) approximately 0.1 mile To be designated S-3025
3026	Dunvegan Drive extending from Mirror Lake Road (Road S-1845) to Glengarry Drive (Road S-2599) approximately 0.2 mile To be designated S-3026
3027	Hillstar Court extending from Oakhill Road (Road S-1766) southerly to deadend at cul-de-sac approximately 0.05 mile To be designated S-3027

Addition
Number

Richland County, continued

3028 Token Street from Frye Road (Road S-908)
southwesterly to Dairy Street (Road S-1879)
approximately 0.06 mile
To be designated S-3028

York County

1714 Section of road from the intersection of SC Route
274 and Road S-1658 (Addition 1658) easterly
approximately 0.08 mile
Designated S-1658
Note: This addition is recommended since it was
constructed by File 46.917 and is already
maintained by the Department.

SECTION 24: The Commission unanimously passed a motion
amending the State Economic Development Construction Program, as
follows:

Item No.

Anderson County

Addition

105,182 Springs Chiquola Avenue Plant - Remove railroad
bridge on Chiquola Avenue in Anderson County
0.10 mile. (Constr) \$ 187 400 00

Clarendon County

Addition

105,183 Starflow Expansion Project - Construct 2 lane
roadway from Road S-546 extending approximately
.5 mile into Starflow property.
(Constr) \$ 190 000 00

Greenville County

Addition

105,184 Magna International - Grade, pave, drainage, etc.
off of US Route 25 (Constr) \$ 995 000 00

Horry County

Addition

105,185 Road S-956 - New location 2 lane ditch from end of
Road S-956 Northerly for 250 feet at New South,
Inc. -0.05 mile. (Constr) \$ 31 000 00

SECTION 26: The Commission unanimously passed a motion amending the State Primary/Urban Construction Program, as follows:

Item No.Aiken CountyRevision

51,589	SC 302 Improve align construct intersection from East of S-356 (Airport Road) to SC 302/4 - 0.7 mile. (PE, R/W, Constr) (Project abandoned - Amount reduced to actual cost of engineering only)	\$ 17 497 02
--------	---	--------------

Florence CountyRevision

51,680	US 378 Resurfacing & replace guardrail from Road S-86 to Marion County Line - 10.0 mile. (PE, Constr) (Project abandoned - Amount reduced to actual cost of engineering only)	\$ 977 58
--------	---	-----------

SECTION 27: The Commission unanimously passed a motion amending the Hazard Elimination Construction Program, as follows:

Item No.Anderson CountyDeletion

91,429	Road S-107 Pavement markings from SC 28 to Road S-80; Road S-116 from Road S-56 to SC 247; Road S-203 from SC 20 to US 76/178; Road S-247 from US 76/178 to bridge at Broadway Lake; Road S-486 from Pickens County Line to Road S-94; Road S-49 from SC 81 to Abbeville County Line; Road S-54 from SC 20 to SC 20; Road S-67 from Road S-381 to SC 185; Road S-81 from SC 247 to US 76; Road S-94 from Road S-486 to SC 8; SC 181 from Georgia State Line to SC 81; SC 184 from Georgia State Line to Abbeville County Line; SC 187 from US 76 to SC 24; SC 185 from Abbeville County Line to SC 28; SC 187 from SC 181 to SC 184; SC 187 from SC 24 to SC 181; SC 20 from US 29/SC 20 Connect to Abbeville County Line; SC 24 from Oconee County Line to I-85 SC 243 from SC 24 to Oconee County Line; SC 252 from SC 20/284 to US 76/178; SC 28 from Abbeville County Line to SC 28 Bypass; SC 28 Business from US 76 to Pickens County Line; SC 284 from SC 20 to Abbeville County Line; SC 412 from US 29 to SC 181 SC 413 from SC 184 to US 76/178; SC 8 from Pickens County Line to Greenville County Line; SC 81 from SC 8 to Greenville County Line; SC 81 from S-113
--------	---

Item No.Chesterfield CountyDeletion

91,432 SC 102 Pavement markings from SC 9 to Darlington County Line; SC 151 from Darlington County Line to S-211; SC 9 from US 601 to S-23; SC 903 from SC 151 to Kershaw County Line; US 1 from S-46 to US 52; US 1/51/SC 9 from US 52 to US 1/52; US 601 from SC 9 to Lancaster County Line; US 601 from Pageland Bypass to North Carolina State Line - 90.2 miles. (Constr) \$ 28 300 00
(Item being transferred to Surface Transportation)

Fairfield CountyDeletion

91,433 SC 213 Pavement markings from Newberry county Line to US 321; SC 215 from Richland County Line to SC 213; SC 215 from SC 213 to Chester County Line; SC 269 from Richland County Line to US 321; SC 34 from US 321 to Kershaw County Line; SC 34 from Newberry County Line to US 321 Bypass; SC 901 from SC 200 to Chester County Line; US 21 from Chester County Line to Richland County Line; US 321 from Chester County Line to Richland County Line - 144.92 miles. (Constr) \$ 41 858 00
(Item being transferred to Surface Transportation)

Greenville CountyDeletion

91,434 Road S-102 Pavement markings from S-199 to US 276; S-166 from US 29 to SC 14; S-199 from US 276 North to US 25 Bypass; S-347 from S-492 to S-94; S-447 from S-492 (Pelham Road) to S-94 (Old Spartanburg Road); S-46 from SC 291 to S-13; S-492 from S-94 to S-653; S-50 from US 25 Business to US 25 South; S-63 from Pickens County Line to US 25 Bypass; S-94 from S-166 to SC 14; SC 101 from SC 11 to SC 290; SC 11 from Spartanburg County Line to Pickens County Line; SC 124 from Earle Drive to SC 123; SC 124 from US 123 (Academy Street) to SC 25 Business (Augusta Road); SC 14 from SC 417 to Spartanburg County Line; SC 146 from SC 14 to 0.8 mile West of SC 14; SC 146 from Spartanburg County Line to SC 14; SC 183 from Pickens County to S-462; SC 247 from US 25 South (Wareplace) to Anderson County Line; SC 253 from SC 291 to SC 414 in Tigerville; SC 290 from US 29 to S-173; SC 296 from SC 146 to SC 14; SC 296 from Spartanburg County Line to

Item No.

Oconee County

Deletion

91,436

Road S-1 Pavement markings from US 76/123/SC 28 to SC 130; S-107 from S-35 to SC 183; S-184 from S-21 to S-30; S-196 from US 76 to S-258; S-21 from S-488 to S-65/S-184; S-24 from SC 130 to SC 183; S-25 from S-127 to Devils Fork Park Entrance; S-258 from S-196 to SC 28; S-36 from S-91 to US 76; S-37 from Pickens County Line to railroad tracks; S-413 from SC 107 to SC 130; S-46 from S-24 to SC 188; S-488 - from SC 59 to US 76/123; S-488 from US 76/123/Sc 28 to SC 59; S-65 from S-21 to S-37; SC 107 from SC 28 to Oconee State Park Entrance; SC 11 from I-85 to Pickens County Line; SC 130 from SC 183 to US 176/123; SC 130 from SC 11 to SC 183; SC 183 from near S-91 to SC 28; SC 183 from Pickens County Line to SC 28; SC 188 from SC 28 to SC 183; SC 24 from US 76/123 to Anderson County Line; SC 28 from S-36 to SC 107; SC 59 from I-85 to near S-488; SC 93 from Pickens County Line to US 76/123; US 123 from near S-91 to Georgia State Line; US 76 from S-91 to bridge at Georgia State Line - 212.78 miles.

(Constr) \$ 102 092 00
 (Item being transferred to Surface Transportation)

Pickens County

Deletion

91,437

S-135 Pavement markings from S-134 to S-36; S-23 from S-32 to SC 8; S-36 from S-183 to Greenville county Line; S-49 from S-32 to SC 11; S-183 from S-398 to S-135; S-32 from SC 183 to Sc 133; SC 11 from Oconee County Line to Greenville County Line; SC 124 from US 123 to Greenville County Line; SC 133 from SC 11 to SC 137; SC 135 from SC 8 to beginning of 2-lane section; SC 135 from beginning of 2-lane section to US 178; SC 135 from S-21 to SC 8; SC 137 from SC 133 to SC 93; SC 137 from SC 133 to SC 183; SC 183 from SC 8 to Greenville County Line; SC 183 from S-32 to Oconee County Line; SC 186 from SC 8 to Greenville County Line; SC 28 Business from US 76 to Anderson County Line; SC 288 from US 178 to Greenville County Line; SC 8 from SC 11 to Greenville County Line; SC 8 from SC 93 to Anderson County Line; SC 88 from S-18 to Anderson County Line; SC 93 from US 76 to US 123; SC 93 from S-320 to US 76; SC 93 from SC 8 to Oakhurst Circle (town of Central); US 178 from S-246 to SC 183; US 178 from Anderson County Line

Item No.Pickens County, continuedDeletion, continued

91,437 to S-246 - 173.6 miles. (Constr) \$ 45 680 00
(Item being transferred to Surface Transportation)

Spartanburg CountyDeletion

91,438 Road S-128 Pavement markings from I-26 North Carolina State Line; S-189 from S-243 to S-43; S-40 from S-65 to SC 292; S-42 from SC 9 to SC 11; S-50 from S-450 to SC 146; S-50 from I-26 to SC 215; S-52 from S-40 to SC 11; S-56 from S-189 to North Carolina State Line; S-65 from S-40 to I-85; S-65 from S-40 to I-85; SC 101 from SC 146 to S-82 SC 101 from SC 146 to Laurens County Line; SC 11 from Greenville County Line to S-100; SC 110 from US 29 to Cherokee County Line; SC 14 from US 176 to I-26; SC 146 from Greenville County Line to S-857; SC 150 from SC 56 to S-482; SC 150 from S-482 to Cherokee County Line; SC 215 from SC 56 to Union County Line; SC 215 from SC 296 to SC 56; SC 290 from US 221 to SC 296; SC 292 from S-13 to US 29; SC 9 to I-26; SC 295 from SC 296 to US SC 292 from SC 9 to I-26; SC 295 from SC 296 to US 176; SC 296 from S-64 (Oak Grove) to Greenville Line; SC 357 from US 29 to US 176; SC 358 from SC 292 to SC 357; SC 417 from SC 296 to SC 146; SC 49 - SC 92 to Laurens County Line; SC 56 from S-88 to Union County; SC 92 from SC 49 to US 221 - 232 miles. (Constr) \$ 72 640 00
(Item being transferred to Surface Transportation)

Union CountyDeletion

91,439 SC 105 Pavement markings from Cherokee County Line to SC 49; SC 18 from US 176/SC 215 to US 176/SC 18 Connect; SC 18 from US 176/SC 215 Connect to SC 9; SC 18 from US 176/SC 215 to US 176/SC 18 Connect; SC 215 from SC 72/121 to US 176; SC 215 from Spartanburg County Line to US 176; SC 49 from Spartanburg County Line to SC 9; SC 49/SC 21 from SC 49 to SC 215; SC 72/121 from Chester County Line to US 176; SC 9 from Spartanburg County Line to SC 18; SC 9 from S-13 to Chester County Line; US 176 from SC 215 to SC 72 - 114.27 miles. (Constr) \$ 24 510 00
(Item being transferred to Surface Transportation)

Item No.

York County

Deletion

91,441 Road S-728 Pavement markings from 2 lanes North of Hospital to SC 274; S-86 from S-831 (Estes) to SC 274; SC 160 from North Carolina State Line to Lancaster County Line; SC 161 from S-961 to SC 5; SC 161 from US 321 to North Carolina State Line; SC 211 from SC 49 to SC 97 - SC 161 from Oakland Avenue (US 21 Business) to SC 5 (Main Street); SC 322 from SC 5 to US 321; SC 324 from SC 322 to SC 5/161 Business; SC 49 from US 321 Business to Crowders Creek bridge; SC 49 from US 321 to Chester County Line; SC 5 from S-81 to SC 5/161; SC 5 from Wilson Street (OS) to SC 72/121 (Albright); SC 5/161 Bypass from SC 5 to SC 5; SC 55 from SC 49 to Cherokee County Line SC 557 from SC 49 to SC 55; SC 72 from Chester County Line to SC 5; SC 901 from Chester County Line to SC 72; US 21 Business from SC 161/S-50 to Oakland Avenue (SC 274/SC 322); US 21 Business from SC 322 (Cherry Road) to SC 5 (Black Road); US 21 Business from SC 160 to US 21; US 321 from US 321 Business North of York to Chester County Line - 168.98 miles. (Constr) \$ 46 820 00
(Item being transferred to Surface Transportation)

SECTION 28: The Commission unanimously passed a motion amending the Federal Aid Consolidated Primary Construction Program, as follows:

Item No.

Lexington County

Revision

70,494 SC 302 (Airport Boulevard) Widen to 5 lanes, curb, & gutter from Columbia Metropolitan Airport to South Congaree. (PE) (Project abandoned - Amount reduced to actual cost of engineering) \$ 319 66

SECTION 29: The Commission unanimously passed a motion amending the Federal Aid Bridge Replacement Construction Program, as follows:

Item No.Beaufort CountyRevision

95,977 Road S-72 Replace bridge & approaches over Broomfield Creek 3.5 miles Northeast of Beaufort 0.11 mile. (PE, R/W, Constr) (Deficiency points - 86; No detour length 1992 ADT - 800) (Description revised to add R/W - Amount increased from \$301,000.00) \$ 316 000 00

Colleton CountyAddition

96,012 SC 61 Replace bridge over Edisto River 12.8 miles Northwest of Summerville - 0.30 mile. (PE, R/W, Constr) (Deficiency Points - 88; Detour Length - 6 miles; 1991 ADT - 2,176) \$ 695 000 00

Dorchester CountyAddition

96,013 SC 61 Replace bridge over Edisto River 12.8 miles Northwest of Summerville - 0.30 mile. (PE, R/W, Constr) (Deficiency Points - 88; Detour Length - 6 miles; 1991 ADT - 2,176) \$ 695 000 00

Florence CountyAddition

96,014 SC 327 (Ingram Hill Road) Replace bridge at Willow Creek 2 miles East of Evergreen. (Constr) \$ 220 000 00

Deletion

95,979 Road S-68 Replace 2 bridges & approaches over Sparrow Swamp 6 miles Southeast of Timmonsville. (Constr) (Deficiency points - 75; Detour length 6 miles; 1992 ADT -300) \$ 393 000 00

SECTION 32: The Commission unanimously passed a motion amending the Federal Aid Surface Transportation Construction Program, as follows:

<u>Item No.</u>	<u>Aiken County</u>	
	<u>Addition</u>	
400,633	US 1 Multilane from Road S-1904 to I-20 3.2 miles. (Constr)	\$ 3 761 000 00
	<u>Colleton County</u>	
	<u>Addition</u>	
400,634	SC 64 Pavement markings from P-1501 in Walterboro to US Route 17 in Jacksonboro - 14.40 miles. (Constr)	\$ 40 000 00
	<u>Fairfield County</u>	
	<u>Addition</u>	
400,635	SC 213 Pavement markings from Newberry County Line to US 321; SC 215 from Richland County Line to SC 213; SC 215 from SC 213 to Chester County Line; SC 269 from Richland County Line to US 321; SC 34 from US 321 to Kershaw County Line; SC 34 from Newberry County Line to US 321 Bypass; SC 901 from SC 200 to Chester County Line; US 21 from Chester County Line to Richland County Line; US 321 from Chester County Line to Richland County Line 144.92 miles. (Constr)	\$ 41 858 00
	<u>Florence County</u>	
	<u>Revision</u>	
400,184	SC 327 (Ingram Hill Road) Intersection with Road S-575 Southwest for approximately 0.6 mile - 0.9 mile. (R/W) (Description revised for R/W only - Amount decreased from \$320,000.00)	\$ 20 000 00
	<u>Greenville County</u>	
	<u>Addition</u>	
400,636	US 25 BS/I-85 Replace roadway (consult) from proposed SC 291 BS relocation to existing US 25 BS (C4) (Constr)	\$ 369 500 00

Item No.Lancaster CountyAddition

400,637 SC 903 Improve intersection & vertical curve at SC
Route 522 - 1.2 miles. (Constr) \$ 240 000 00

Laurens CountyAddition

400,638 SC 418 Improve curve at Bethany Circle to .35 mile
Southeast of Road S-75 - 0.7 mile.
(Constr) \$ 375 000 00

Richland CountyRevisions

400,536 Road S-3344 (Blue Ridge Terrace) Resurface from SC
215 to Road S-330 (Heyward Brockington Road) -
2.87 miles (Constr) (Description revised to change
roads - Amount the same) \$ 115 761 00

400,544 Road S-38 (Camp Ground Road) Resurfacing from SC
215 (Monticello Road) to US 321 (Fairfield Road)
3.8 miles. (Constr) (Description revised to change
Road S-39 to Road S-38 - Amount the
same) \$ 131 984 00

Deletions

400,590 Road S-2200 (Blythwood Road) Resurfacing from US
321 (Fairfield Road) to Road S-59 (Muller Road)
3.05 miles. (Constr) (Duplicate of Item
400,539) \$ 103 633 00

400,591 Road S-907 (Cushman Road) Resurfacing from US 1
(Two Notch Road) to Road S-2224 (Roscoe Street)
0.77 miles. (Constr) (Duplicate of Item
400,540) \$ 35 849 00

400,592 Road S-288 (Shakespeare Road) Resurfacing from
Road S-218 (Fontaine Road) to Columbia Mall Blvd
1.5 miles. (Constr) (Duplicate of Item
400,541) \$ 64 913 00

400,596 Road S-219 (Mason Road) Resurfacing from US 21
(North Main) to US 321 (Fairfield Road) 1.0 miles.
(Constr) (Duplicate of Item
400,545) \$ 53 624 00

Item No. Richland County, continuedDeletions, continued

400,597	Road S-216 (Johnson Marina Road) Resurfacing from Road S-1333 (Richard Franklin Road) to the end 2.31 miles. (Constr) (Duplicate of Item # 400,546)	\$ 68 343 00
400,593	Road S-1592 (Claudia Drive) Resurfacing from Road S-1036 (Parkland Road) to Road S-1593 (Humphrey Drive) (Constr) (Duplicate of Item \$400,542)	\$ 49 681 00
400,594	Road S-947 (Dubard Boyle Road) Resurfacing from Road S-423 (Crane Church Road) to US 321 (Fairfield Road) 1.53 miles. (Constr) (Duplicate of Item # 400,543)	\$ 49 741 00

York CountyRevision

400,130	Road S-31 (Firetower & Springdale Road) Improve roadway at the Norfolk Southern Railway crossing at Lesslie - 2.3 miles. (PE, R/W & Constr) (Description the same - Amount decreased from \$80,000.00)	\$ 79 000 00
---------	--	--------------

SECTION 33: The Commission unanimously passed a motion amending the Federal Aid National Highway Construction Program, as follows:

Item No. Aiken CountyRevision

300,106	US 1 Road S-1904 to I-20 - 3.20 miles (R/W) (Description revised for R/W only - Amount decreased from \$3,786,000.00)	\$ 11 900 00
---------	---	--------------

Charleston CountyRevision

300,057	I-26 Widen intersection westbound ramps at S-75 & Northwoods Boulevard. (PE, R/W & Constr) (Project abandoned - Amount reduced to actual cost of engineering only)	\$ 18 89
---------	--	----------

Item No.

Chesterfield County

Addition

300,279 SC 151 Multilane from SC Route 903 to Road S-296
(Sec 4) - 5.8 miles. (R/W & Constr) \$ 6 685 000 00

Florence County

Addition

300,280 US 76 Regrade median; covert to type 12" catch
basins from Road S-925 to East of Road S-24
7.0 miles. (Constr) \$ 225 000 00

SECTION 34: The Commission unanimously passed a motion amending the Federal Aid Secondary Projects (Statewide) Construction Program, as follows:

Item No.

Colleton County

Revision

33,959 Road S-26 Raise grade, drain, pave from Brickyard
Bridge to end of pavement near boat landing - 5.8
miles. (PE, Constr) (Project abandoned - Amount
reduced to actual cost of engineering
only) \$ 52 798 14

SECTION 35: The Commission unanimously passed a motion amending the State Strategic Highway Plan for Improving Mobility and Safety (SHIMS) Construction Program, as follows:

Item No.

Dillon County

Revision

100,001 SC 38 Widening 4 lanes from the Marlboro County
Line to the Marion County Line (PE, R/W & Constr)
(Description revised to add R/W & Constr - Amount
increased from \$133,000.00) \$ 3 839 538 92

SECTION 36: The Commission unanimously passed a motion amending the State Secondary "C" Construction Program to include construction of roads and/or bridges based on current estimates, engineering contingencies and administration costs excluding cost of right-of-way as follows:

Item No.Calhoun CountyDeletions

- 201514 SC Route 33 and S-94 Construction of sidewalks on the north side of Chestnut Street (SC Route 33) for 0.3 mile and construction of sidewalks along Road S-94 (Cemetery Road), Road S-340 (Pecan Street) and Road S-341 (Nursery Road) for 0.75 - 1.05 miles
Project abandoned - amount reduced to actual cost of engineering only.
- 201515 Road S-469 (Addition 469) Connector road between Road S-340 and S-341 in the Town of Cameron
0.2 mile
Project abandoned - amount reduced to actual cost of engineering only.
- 201516 Road S-341 (Addition 470) Extension of Road S-341 in the Town of Cameron from current end southwesterly - 0.1 mile
Project abandoned - amount reduced to actual cost of engineering only.

Charleston CountyRevision

- 200262 Road S-56 (Mathis Ferry Road) and S-1271 (Bowman Road) Intersection improvements and turn lanes at the intersection of Road S-56 and S-1271
0.1 mile \$ 150 000 00
Description unchanged - amount increased from \$100,000.00 to \$150,000.00
Note: The additional funds are for the necessary acquisition of right-of-way.

Lexington CountyDeletions

- 29418 House District No. 87 Road S-593 (Addition 1779) Cardinal Road extending from Road S-593 easterly and northerly to E. O. Shull Lane - 0.15 mile
Project abandoned - amount reduced to actual cost of engineering only.

Item No.Lexington County, continuedDeletions

- 200250 Relocation of Road S-897 (Dooley Road) and S-1065 (Cedar Road) just east of Interstate Route 20 and US Route 1 Intersection in Lexington County (placed in Construction Program for Preliminary Engineering Only) - 0.7 mile
project abandoned - amount reduced to actual cost of engineering only.
- 200573 House District No. 85 Construction of sidewalks along Road S-671 (Piney Grove Road) southwesterly to Road S-36 (St. Andrews Road) at Leaphart Elementary School to include two pedestrain bridges (Preliminary Engineering Only) - 1.0 mile
Project abandoned - amount reduced to actual cost of engineering only.
- 201447 Road S-48 Widening of Road S-48 at Elliott Road near Chapin High School in order to accommodate traffic light - 0.2 mile
Project abandoned - amount reduced to actual cost of engineering only.

Marlboro CountyRevision

- 202200 Resurfacing along Roads S-22, S-23, S-29, S-57, S-381, S-382 and S-511 - 24.7 miles \$ 875 000 00
Description revised - amount unchanged

Oconee CountyAddition

- 202224 Sidewalk improvement and resurfacing along Roads S-288 (Poplar Street), S-165 (Pine Street), 303 (Oak Street), S-164 (North Broad), S-332 (John Street) and repair of sidewalks along East Main Street, North Church Street and West Main Street - 2.0 miles \$ 73 000 00
Note: This construction is being transferred from the "Local Paving" Program to the "C" Construction Program with the Town of Walhalla to perform work under permit.

Item No.Pickens CountyRevision

202211 Resurfacing in the City of Pickens along Road S-23 (East Jones Street), S-86 (East Cedar Rock Street) S-372 (Rigdon Circle), S-371 (Liberty Drive), S-85 (Jefferson Street), S-123 (Garvin Street), S-79 (Glassy Mountain Street), S-817 (East Baker Street) in the City of Pickens, S-135 (Pendleton Street), S-312 (East Second Street), S-256 (South "B" Street), S-29 (Bushy Creek Road), S-334 (Rosewood Drive), S-46 (West First Avenue), S-398 (South 1st Street) in the Town of Easley; Road S-209 (Robin Street), S-208 (Hunter Avenue), S-351 (Freedom Drive) and S-30 (Issaguenna Trail), S-350 (Highland Drive) and S-349 (Rock Creek Road) in the City of Clemson - 5.48 miles \$ 200 000 00
Description revised - amount unchanged

Richland CountyAdditions

202225 Road S-3022 (Addition 3022) - Balmoral extending from Stonehaven Drive (Road S-2608) to Lockleven Road - 0.08 mile \$ 4 100 00

202226 Road S-3023 (Addition 3023) - Lockleven Road extending from Stonehaven Drive (Road S-2608) to Balmoral Road - 0.08 mile \$ 4 700 00

Additions

202227 Road S-3024 (Addition 3024) Caledonia Lane extending from Glengarry Drive (S-2599) to cul-de-sac - 0.22 mile \$ 11 000 00

202228 Road S-3025 (Addition 3025) Glasgow Drive extending from Caledonia Lane (Road S-3024) to Stonehaven Drive (Road S-2608) - 0.1 mile \$ 5 300 00

202229 Road S-3026 (Addition 3026) Dunvegen Drive extending from Mirror Lake Road (Road S-1845) to Glengarry Drive (Road S-2599) - 0.2 mile \$ 9 500 00

202230 Road S-3027 (Addition 3027) Hillstar Court from Oakhill Road (Road S-1766) southerly to deadend at cul-de-sac - 0.06 mile \$ 6 000 00

Item No. Richland County, continuedAdditions, continued

202231 Road S-3028 (Addition 3028) Token Street from Frye
Road (Road S-908) southwesterly to Dairy Street
(Road S-1879) - 0.06 mile \$ 11 000 00

Sumter CountyRevision

200449 Local Paving Program - Rocking and/or improving
including paving of roads at Morris College and
improvement of road at Senior Citizens Community
Center on Carter Road \$ 75 000 00
Note: This work is to be accomplished by
Sumter County.
Description revised - amount unchanged.

SECTION 37: On behalf of the members of the Commission, resolutions and engraved plaques were presented to Colonel R. N. Alford, Milton W. Dufford and Max H. Young in appreciation for their years of service to the Department.

SECTION 38: On motion of Commissioner Newsom, seconded by Commissioner Self, the Commission passed a motion to accept and approve the Statewide Transportation Improvement Plan (STIP), with alterations to meet federal guidelines, as submitted by the Department. Two negatives votes were cast to this motion.

SECTION 39: On motion of Commissioner Harvey, seconded by Commissioner Mullinax, the Commission unanimously passed a motion to continue the program established by SHIMS with regard to Mass Transit by continuing to use three million dollars a year of the three cents per gallon gasoline tax for the Mass Transit Program.

SECTION 40: On motion of Commissioner Harvey, seconded by Commissioner Newsom, the Commission unanimously passed a motion approving the following resolution naming the pedestrian overpass in the Mitchelville community of Jasper County the "Juanita M. White Overpass":

RESOLUTION

WHEREAS, Mrs. Juanita Mitchell White of Hardeeville has served with distinction as a member of the South Carolina House of Representatives since 1980, representing District Number 122 (Beaufort and Jasper Counties)

AND WHEREAS, Representative White has provided leadership to her community and the people of South Carolina in a broad range of areas; having served in the House as chairman of the Medical, Military, Public and Municipal Affairs Committee in 1987-88, and a member of the Joint Election Law Study Committee, the Joint Public Transportation Committee, the Joint Health Care Planning & Oversight Committee, and the Ways and Means Committee;

AND WHEREAS, she has served as chairman of the S. C. Legislative Black Caucus, 1986-88; on the executive committee of the National Black Caucus of State Legislatures; as a member of the State Reorganization Commission, 1985-87; as a member of the Advisory Committee for the National Center for Policy Alternative, and as a member of the Board of Directors of 100% Vote/Human Services.

AND WHEREAS, she has also served as assistant to the special projects director of the Beaufort-Jasper Comprehensive Health Service, 1974-76; as chairperson of the Board of Directors of the LLBH Water Company, 1973-77; and as a member of the Board of Trustees of First Bryan Missionary Baptist Church; NAACP, and People Actively Concerned:

AND WHEREAS, the Mitchelville community in Jasper County wishes to honor Representative White for her support and encouragement in construction of the pedestrain overpass in that community, as well as for the many other worthy projects she has undertaken for the benefit of Jasper County;

NOW, THEREFORE, BE IT RESOLVED, by the South Carolina Transportation Commission that the pedestrain overpass in the Mitchelville community of Jasper County be named the Juanita M. White overpass, in recognition of her outstanding record of public service and her help in making the overpass a reality.

SECTION 41: On motion of Commissioner Willis, seconded by Commissioner Brooks, the Commission unanimously passed a motion to approve, on an interim basis, county transportation plans submitted by the Calhoun and Richland County Transportation Committee, as shown in the Appendix.

SECTION 42: There being no further business to come before the Commission, the meeting was adjourned at 12:40 p.m.

W. L. McIlwain
Secretary

V. Laniel Chapman
Chairman

APPENDIX

Department of Transportation Commission

Meeting of

September 16, 1993

RECOMMENDATIONS

Department of Transportation Commission
Meeting of September 16, 1993

Monthly reports published by the Department of activities for the months of June, July and August, 1993 are submitted under separate cover. These reports are for the information of the Commission.

It is recommended that the Commission accept the June, July and August 1993 reports.

Recommendations - 9/16/93

Agreement with the Town of Hilton Head Island

The Department requests Commission approval to enter into an agreement with the Town of Hilton Head Island for the design and construction of a traffic signal in the town of Hilton Head Island. The design will be accomplished by a consulting engineering firm providing on-call services to the Department and construction will be by contract. Estimated costs for design and construction are \$80,000.00 and \$375,000.00 respectively.

The funding will be 80% Federal Aid National Highway System, 10% DOT and 10% Town of Hilton Head.

Recommendations - 9/16/93

Contract for Engineering Services

Pursuant to the Commission's previous action of October 15, 1992, authorizing the Department to seek a consultant to provide engineering services for a Congestion Management Study and Conceptual Design of Improvements for the Greenville-Spartanburg area. The Department has entered into a contract with Wilbur Smith and Associates, in the amount of \$250,000.00. Work is to be funded under the Federal Early Deployment Program.

Recommendations - 9/16/93

Contract for Engineering Services

Pursuant to the Commission's previous action of October 15, 1992, authorizing the Department to seek a consultant to provide engineering and architectural services for renovation of rest areas and welcome centers throughout the state the Department has entered into a contract with Wilbur Smith and Associates. Work is to be funded under the Federal Aid Program.

Recommendations - 9/16/93

Contract for Engineering Services

Pursuant to the Commission's previous action of November 19, 1992, authorizing the Department to seek consultant services to perform underwater bridge inspection in various counties in Districts 1, 5, 6 and 7, the Department has entered into contracts with Collins Engineers, Inc., and Russell-Veteto Engineering. Work is to be funded under the Federal Aid Bridge Replacement Program.

Recommendations - 9/16/93

On Call Contract for Computer Modeling for
Metropolitan Transportation Planning

The Department requests Commission approval to advertise and select a consulting firm for the purpose of providing on call assistance for computer modeling in its Metropolitan Planning program. The Intermodal Surface Transportation Efficiency Act of 1991 requires that all metropolitan transportation plans be updated by December 1994.

Recommendations 9-16-93

It is recommended that the Commission approve the installation of wallpaper in the Executive Director's Office. The cost of the material and labor is approximately \$600.00 and funds are allocated in the Executive Director's 1993-94 operating budget.

SURPLUS RIGHT OF WAY PROPERTY - LAND

1. File 24.244 - Road S-58 - Greenwood County:

In 1948 during acquisition of right of way for construction of improvements on Road S-58 in Greenwood County, under File 24.244, the Department acquired right of way from W. K. Charles by Deed To Right of Way dated August 10, 1948.

In 1990 during negotiations with an adjoining owner for right of way needed for construction of improvements on SC Route 72, under File 24.526, an agreement was reached that, upon completion of this project, the Department would convey to him a portion of the above referred to Road S-58 right of way that was no longer needed. Therefore, a gratis quitclaim deed conveying an approximate 0.18 acre parcel of land to Cecile E. Turner was executed on August 11, 1993.

2. File 24.244 - Road S-58 - Greenwood County:

In 1948 during acquisition of right of way for construction of improvements on Road S-58 in Greenwood County, under File 24.244, the Department acquired right of way from Greenwood Cotton Mills by Deed to Right of Way dated August 5, 1948.

In 1990 during negotiations with an adjoining owner for right of way needed for construction of improvements on SC Route 72, under File 24.526, an agreement was reached that upon completion of this project, the Department would convey to him a portion of the above referred to Road S-58 right of way that was no longer needed. Therefore, a gratis quitclaim deed conveying an approximate 0.14 acre parcel of land to N. R. Whitener was executed on August 11, 1993.

3. File 24.244 - Road S-58 - Greenwood County:

In 1948 during acquisition of right of way for construction of improvements on Road S-58 in Greenwood County, under File 24.244, the Department acquired right of way from Greenwood Cotton Mills by Deed To Right of Way dated August 5, 1948.

In 1991 during negotiations with an adjoining owner for right of way needed for construction of improvements on SC Route 72, under File 24.526, an agreement was reached that upon completion of this project, the Department would convey to them a portion of the above referred to Road S-58 right of way that was no longer needed. Therefore, a gratis quitclaim deed conveying an approximate 0.16 acre parcel of land to Larry A. Jackson and Barbara A. Jackson was executed on August 11, 1993.

4. File 24.244 - Road S-58 - Greenwood County:

In 1948 during acquisition of right of way for construction of improvements on Road S-58 in Greenwood County, under File 24.244, the Department acquired right of way from Greenwood Cotton Mills by Deed to Right of Way dated August 5, 1948.

In 1991 during negotiations with an adjoining owner for right of way needed for construction of improvements on SC Route 72, under File 24.526, an agreement was reached that, upon completion of this project, the Department would convey to them a portion of the above referred to Road S-58 right of way that was no longer needed. Therefore, a gratis quitclaim deed conveying an approximate 1.33 acres parcel of land to Greenwood Mills was executed on August 11, 1993.

5. File 24.244 - Road S-58 - Greenwood County:

In 1948 during acquisition of right of way for construction of improvements on Road S-58 in Greenwood County, under File 24.244, the Department acquired right of way from Greenwood Cotton Mills by Deed to Right of Way dated August 1948.

In 1991 during negotiations with an adjoining owner for right of way needed for construction of improvements on SC Route 72, under File 24.526, an agreement was reached that upon completion of this project, the Department would convey to her a portion of the above referred to Road S-58 right of way that was no longer needed. Therefore, a gratis quitclaim deed conveying an approximate 0.21 acre parcel of land to Dixie W. Self was executed on August 11, 1993.

6. File 24.244 - Road S-58 - Greenwood County:

In 1948 during acquisition of right of way for construction of improvements on Road S-58 in Greenwood County, under File 24.244, the Department acquired right of way from Greenwood Cotton Mills by Deed to Right of Way dated August 5, 1948.

In 1991 during negotiations with an adjoining owner for right of way needed for construction of improvements on SC Route 72, under File 24.526, an agreement was reached that, upon completion of this project, the Department would convey to them a portion of the above referred to Road S-58 right of way that was no longer needed. Therefore, a gratis quitclaim deed conveying an approximate 0.30 acre parcel of land to Greenwood Woman's Clubhouse was executed on August 11, 1993.

7. File 32.546 - SC Route 12 - Lexington County:

During acquisition of right of way for construction of improvements on 12th Street Ext. (SC Route 35) in Lexington County, the Department acquired Tract 166 from Lillie H. Thornton By Title to Real Estate dated June 25, 1974, a portion of which was considered to be an uneconomic remainder.

Recommendations - 9/16/93

At the request of an adjoining owner an investigation was made and it was determined that the above referred to remainder could be declared surplus and relinquished. Therefore, a quitclaim deed conveying an approximate 7,630 SF parcel of land to V. B. Hook & Company, Inc., was executed on August 12, 1993, for consideration of \$3,050.00.

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

ALLOCATIONS - CAPITAL IMPROVEMENTS/LAND AND BUILDINGS

It is recommended that the Commission authorize allocation of fiscal year 1993-94 funds, transfers and closures of accounts using State Highway funds for capital improvements/land and buildings, as follows:

<u>MSC No.</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>	
291.1	Anderson	To increase the allocation for the Anderson Maintenance Complex. Total Allocation: Less Previous Allocation:	\$2,808,544.50 <u>2,325,615.50</u>	\$482,929.00
323	Colleton	To increase the allocation for the Bells Cross Roads Section Shed. Total Allocation: Less Previous Allocation:	\$409,000.00 <u>250,000.00</u>	\$159,000.00
325	Edgefield	To increase the allocation for the North Augusta Section Shed. Total Allocation: Less Previous Allocation:	\$397,000.00 <u>250,000.00</u>	\$147,000.00
118.23	Richland	To reduce and transfer the allocation for the Richland Material Supply Building to the Richland HQ Land Acquisition. Total Allocation: Less Previous Allocation:	\$1,399,656.10 <u>1,404,656.10</u>	(\$5,000.00)
239.2	Richland	To increase the allocation for the Richland Engineering Lab Addition. Total Allocation: Less Previous Allocation:	\$286,125.00 <u>150,000.00</u>	\$136,125.00
324	Richland	To increase the allocation for the Ballentine Section Shed. Total Allocation: Less Previous Allocation:	\$485,000.00 <u>250,000.00</u>	\$235,000.00
305.3	Richland	To increase the allocation for the Richland HQ Renovations. Total Allocation: Less Previous Allocation:	\$574,000.20 <u>380,034.20</u>	\$193,966.00
305.4	Richland	To increase the allocation for the Richland HQ Roof Repair. Total Allocation: Less Previous Allocation:	\$380,000.00 <u>25,000.00</u>	\$355,000.00

Recommendations 09/16/93

355	Richland	To establish a new allocation for the Richland County HQ Land Acquisition.	\$5,000.00
-----	----------	---	------------

		Total	<u>\$1,709,020.00</u>
--	--	-------	-----------------------

SALE OF UNSERVICEABLE, JUNKED AND OBSOLETE PROPERTY

After due advertisement, a public auction was held August 4, 1993, for the sale of Forty Four lots of Unserviceable, Junked and Obsolete Property located at the South Carolina Department of Transportation, Chester Maintenance Shop, Route 72 Bypass, Chester, South Carolina and listed for disposal in notice dated July 19, 1993. The high bid received for each lot was as follows:

<u>Lot</u>	<u>Description</u>	<u>High Bidder</u>	<u>Amount Bid</u>
<u>Cherokee Maintenance - Cherokee County</u>			
1	Approx. 2 tons of Aluminum Signs	Larry Bullard	\$ 5100.00
2	Approx. 1 ton of Galvanized Signs	Larry Bullard	75.00
3	Approx. 5 tons of Scrap Metal	Otis Smith	100.00
4	Approx. 8 tons of Scrap Metal	Otis Smith	200.00
5	Approx. 1 ton of Wooden Posts	Thomas Davis	20.00
6	Approx. 4 tons of Old Galvanized Pipe	Otis Smith	100.00
7	(1) Earth Moving Pan	Otis Smith	250.00
<u>Blacksburg Section Shed - Cherokee County</u>			
8	Approx. 8 tons of Scrap Metal	Otis Smith	500.00
<u>Chester Maintenance - Chester County</u>			
10	Approx. 3,000 lbs. of Old Aluminum Signs	Larry Bullard	1100.00
11	Approx. 70 - 80 tons of Junk or Scrap Metal	Nay Smith	100.00
<u>Chesterfield Maintenance - Chesterfield County</u>			
12	Approx. 44 tons of Scrap Metal	Nay Smith	200.00
13	Approx. 50 tons of Scrap Bridge Metal	Nay Smith	800.00
14	(9) Tanks (Various Sizes)	Nay Smith	10.00
15	(2) Junked Motor Grader Frames	Nay Smith	400.00
16	(275) Wooden Pallets	Nay Smith	10.00
17	Approx. 5 tons of Aluminum Signs	Larry Bullard	500.00
18	Approx. 5 tons of Metal Signs	Larry Bullard	50.00
19	(450) Wooden Sign Posts (Various Lengths)	Otis Smith	10.00
<u>Pageland Shop - Chesterfield County</u>			
20	Approx. 3 tons of Scrap Metal	Nay Smith	900.00
<u>McBee Shop - Chesterfield County</u>			
21	Approx. 38 tons of Scrap Metal (4-W 48" X 47" Beams)	Nay Smith	900.00
22	Approx. 5 tons of Scrap Metal	Nay Smith	50.00
<u>Cheraw Shop - Chesterfield County</u>			
23	Approx. 2 tons of Scrap Metal	Nay Smith	25.00

Ridgeway Shop - Fairfield County

24	Short Pilings	Otis Smith	25.00
----	---------------	------------	-------

Lancaster Maintenance - Lancaster County

25	Scrap Metal and Damaged Guardrails	Otis Smith	1200.00
26	Damaged Metal & Wood Sign Posts Damaged Signs	Larry Bullard	1700.00
27	Damaged Truck Chases, Damaged Concrete & Corrugated Pipe	Otis Smith	900.00

Van Wyck Section Shed - Lancaster County

28	Bridge Timber & Piles	Otis Smith	10.00
29	Damaged Concrete & Corrugated Pipe Hardware from Arch Culvert Bridge	Otis Smith	10.00

Union Maintenance - Union County

30	Approx. 500 lbs. of Metal Sign Posts	Nay Smith	100.00
31	Approx. (200) 4" x 4" Wooden Sign Posts	Donald B. Jones	15.00
32	Approx. (300) 4" x 4" Wooden Sign Posts	Donald B. Jones	10.00
33	Approx. 2,500 lbs. of Scrap Iron	Nay Smith	200.00
34	Approx. 150 lbs. of Steel Signs	Larry Bullard	10.00
35	Approx. 1,500 lbs. of Aluminum Signs	Larry Bullard	1100.00

Rock Hill Maintenance - York County

36	Approx. 10,000 lbs. of Signs	Larry Bullard	2300.00
37	Approx. (150) Wooden Sign Posts	Otis Smith	10.00
38	Approx. (7) Fuel Tanks	Otis Smith	10.00
39	Approx. 50,000 lbs. of Scrap Metal	Otis Smith	700.00
40	Approx. 5,000 lbs. of Scrap I-Beams	Otis Smith	400.00
41	Approx. 10,000 lbs of Scrap H-Beams	Otis Smith	800.00
42	Approx. 10,000 lbs. of Scrap Guardrail	Ricky Holden	700.00
43	Approx. 20,000 lbs. of Scrap Metal Sign Posts	Otis Smith	200.00
44	Approx. (50) Wooden Bridge Piles	Thomas Davis	20.00

The total amount received for the Forty Four lots awarded was \$ 21,255.50.

It is recommended that the Commission approve the sale of the above Unserviceable, Junked and Obsolete Property to the high bidder in each case.

USED MOTOR VEHICLES AND EQUIPMENT AUCTION

After due advertisement, a public auction was held August 18, 1993 for the sale of Sixty Two lots of Surplus Used Motor Vehicles and Equipment located at the Department's Equipment Depot, 1500 Shop Road, Columbia, South Carolina and listed for disposal in notice dated August 2, 1993. The high bid received for each lot was as follows:

<u>Lot</u>	<u>Make</u>	<u>Model</u>	<u>Body Type</u>	<u>High Bidder</u>	<u>Amount Bid</u>
1	Dodge	1986	4 door sedan	Discount Outlet Inc	\$1900.00
2	Plymouth	1986	Reliant	Biggers Equipment	1300.00
3	Plymouth	1986	Reliant	Henry Jackson	500.00
4	Plymouth	1987	Caravelle	Hugh W. White	1900.00
5	Plymouth	1987	Caravelle	Hattie Griffin	1900.00
6	Plymouth	1987	Reliant, 4 door sedan	Bill Pamental	1700.00
7	Plymouth	1987	Reliant, 4 door sedan	Shirley Huitt & Sons	1250.00
8	Pontiac	1989	Sunbird, 4 door sedan	Eugene D. Wotring	2350.00
9	Plymouth	1982	Reliant, Station Wagon	Mazie G. Lewis	1100.00
10	Ford	1986	Ranger, Pickup, Compact	Santee Equipment Co.	950.00
11	GMC	1983	Pickup, Compact	Withdrawn	
12	Mazda	1984	B-2000, Pickup Compact	Isrieal L. Mitchell	800.00
13	Mazda	1984	B-2000, Pickup Compact	Discount Outlet Inc.	1000.00
14	Isuzu	1987	Pickup, Compact	Edgar Putman	1700.00
15	Isuzu	1987	Pickup, Compact	Marion Green Cont. Co.	1700.00
16	Chevrolet	1986	Truck, 1/2 Ton	Davis Used Cars	1600.00
17	Dodge	1987	Truck, 1/2 Ton	Marion Green Cont. Co.	1800.00
18	Dodge	1987	Truck, 1/2 Ton	Marion Green Cont. Co.	1650.00
19	Dodge	1974	Truck, 3/4 Ton	Linda Simons	1050.00
20	Dodge	1984	Truck, 3/4 Ton	The Roof Doctor	1850.00
21	Dodge	1985	Truck, 1 Ton	Pamela Williams	2700.00
22	Ford	1973	Truck, 2 Ton	Randy Slice	1800.00
23	Ford	1974	Truck, 2 Ton	Jessie L. McCall	2600.00
24	Ford	1981	Dump, 2 Ton	Lowell N. Landon	2300.00
25	Ford	1981	Truck, 2 Ton	John H. Smith	2400.00
	Water Tank	1981	Homemade, Storage		
26	Ford	1984	Dump Truck, 2 Ton	Shaw's Auto Sales	2700.00
27	Internatio	1978	Dump Truck, 2 Ton	John H. Smith	1000.00
28	Internatio	1979	Dump Truck, 2 Ton	JB Craven	1900.00
29	Ford	1981	Dump Truck, F-700	Ashalt Paving & Maint.	2900.00
30	Ford	1973	Truck	John H. Smith	1100.00
31	Ford	1974	Truck	John H. Smith	1800.00
32	Ford	1979	Dump Truck	Construction & Equip.	6000.00
33	Ford	1979	Truck	Construction & Equip.	6000.00
34	Ford	1980	Truck	Kenny Bates	5900.00
35	GMC	1979	Truck	Glenda Barnes	4500.00
	Hiway H	1974	Spreader		
36	Continenta	1944	Generator, Electric	Sauls Farm	50.00
37	Galion	1972	Grader, Motor	Johnny Anderson	6100.00
38	Rosco	1976	Kettle, Asphalt	Servis Roberson	50.00
39	Myer	1985	Cleaner, Pipe	John W. Conder Sales	1300.00
40	Terrain KI	1986	Mower, Rotary 120"	Holliday Processing	650.00

RECOMMENDATIONS - 9/16/93

<u>Lot</u>	<u>Make</u>	<u>Model</u>	<u>Body Type</u>	<u>High Bidder</u>	<u>Amount Bid</u>
41	Hardee	1984	Mower, Rotary, 120"	Larkin Burgess	600.00
42	Hardee	1989	Mower, Rotary, 120"	Robert O. Collins	650.00
43	Hardee	1990	Mower, Rotary, 120"	Larkin Burgess	450.00
44	Mott 72	1971	Mower, Flail Type	Mazie G. Lewis	300.00
45	Evinrude	1987	Outboard Motor	David B. Burnside	5000.00
	Trail Mast 1	1987	Trailer, Boat		
	Boston WHA	1987	Boat		
46	Johnson J155WT	1989	Motor, Outboard	John H. Smith	10000.00
	Royal 2040T	1987	Trailer, Boat		
	Privateer	1987	Boat, Row or Motor		
47	Deming	1971	Pump, Ashalt	Shaw's Auto Sales	50.00
48	Meyer	1972	Spreader, Tailgate	Athell Stillenger	25.00
49	Meyer	1972	Spreader, Tailgate	Terry's Farm Equip.	50.00
50	Massey-Fer	1973	Tractor, Wheel	Terry's Farm Equip.	2100.00
51	Ford	1967	Tractor, Wheel	Larkin Burgess	2300.00
52	JCB 1400B	1985	Tractor, Loader-Back	Eddie Cravey	4850.00
53	Hiway	1974	Spreader, Materials	Perry Outlaw	225.00
54	Hiway	1974	Spreader, Materials	Sauls Farm	125.00
55	Hiway	1974	Spreader, Materials	Discount Outlet	250.00
56	Hiway	1975	Spreader, Materials	Thad White	400.00
57	Air Compressor		Stationary	William J. Craft	400.00
58	Air Compressor		Stationary	William J. Craft	450.00
59	Wells, Band Saw		Model 528B	J. W. Hughes	275.00
60	(100)Tires, Used		Misc.	Barbara A. Black	500.00
61	Ford	1990	Taurus	Owen Livingston	6000.00
62	Mazda	1991	B-2200	Larry's Auto Sales	5100.00

The total amount received for the Sixty Two lots awarded was \$126,186.25.

It is recommended that the Commission approve the sale of the above used motor vehicles and equipment to the high bidder in each case.

Recommendations 09/16/93

EXTENSION OF BITUMINOUS RETREATMENT CONTRACTS
TO INCLUDE ADDITIONAL RESURFACING WORK

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

Chester County:

Contract of Rea Construction Company - File No. 12.1085 and 12.644 - extended to include an additional section of Project C-644 (File No. 12.644) consisting of the resurfacing of 0.4 mile on Road S-656 from SC 9 to Dead end.

Estimated Cost of Extension \$ 18,167.40

Greenwood County:

Contract of Satterfield Construction Company, Inc. - File No. 24.10120 - extended to include resurfacing (File No. 30.10108) of 0.07 mile on SC 72 from a point 0.035 mile south of bridge over North Creek and from a point 0.035 mile north of bridge over North Creek.

Estimated Cost of Extension \$ 6,690.00

Lancaster County:

Contract of Jim Lineberger Grading and Paving, Inc. - File No. 29.1086 - extended to include resurfacing (File No. 29.1086) of 1.55 miles on Road US 521 (291) from US 521 Bypass to S-764; 0.65 mile on Road US 521 (292) from S-764 to S-85; 0.60 mile on S-91 from SC 522 to S-77; 0.45 mile on S-103 from US 521 to Dead End; and 0.60 mile on S-228 from S-91 to S-91.

Estimated Cost of Extension \$208,089.65

Recommendations 09/16/93
Bituminous Retreatment Contracts

Richland County:

Contract of Sloan Construction Company - File No. 40.10151 - extended to include resurfacing (File No. 40.10151) of 0.25 mile on S-52 (Clemson Road) from 600' East of N. Springs Road to near the entrance of The Summit; 0.03 mile on Rhame Road from Clemson Road to 150' into Rhame Road and 0.03 mile on North Springs Road from Clemson Road to 150' into North Springs Road.

Estimated Cost of Extension \$15,465.50

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.

REPORT OF PURCHASE ORDERS ISSUED IN EXCESS OF \$10,000.00
MONTH OF AUGUST, 1993

PURCH ORDER NUMBER	STATE PURCH DIVISION CONTRACT NUMBER	VENDOR	COMMODITY	UNIT PRICE	TOTAL PRICE
26388	C002650002	Advanced Micrographics Support	Microfilm Supplies		11,466.00
26390	C002650002	Advanced Micrographics Support	Microfilm Supplies		23,394.00
26452	C300281001	Southeastern Safety Supplies	Detector Loops	85.05	25,515.00
26453	A00007136	American Supply Co.	Lights	90.00	10,800.00
26474	HL00034	APAC Carolina, Inc.	Hot Laid Asphalt		21,239.07
26479	HL00034	APAC Carolina, Inc.	Hot Laid Asphalt		16,471.19
26488	C300458004 & HL00034	APAC Carolina, Inc.	Hot Laid Asphalt		41,856.70
26493	C301130001	Koch Materials Co.	Emulsified Asphalt		43,690.68
26513		Wilkes Right-Of-Way Contr.	Tree Trimming		37,500.00
26536	C300640001	Electrocom Comm. Sys.	Software		671,966.00
26551		SAS Institute, Inc.	Software		20,955.00
26552	1-205-32911	Racal Datacom	Maint. For Racal Datacom Equip.		25,728.00
26583		C Roper Trucking Co.	Aggregate		14,040.00
26594	C101446001	Franklin Steel Co.	Galvanized Metal Sign Posts		50,609.70
26596	C300281001	Southeastern Safety Supplies	Monitoring Stations		17,940.00
26611		Florence Concrete Prod.	Bridge		67,644.00
26625	HL00035	Sloan Constr. Co.	Hot Laid Asphalt		14,572.35
26662	C300565001	Walker Brothers, Inc.	Signals	131.42	31,540.80
26674		Interstate Highway Sign	Aluminum Sign Panels		47,475.00
26681		Computer Associates	Maint For CA Panvalet & Jars		11,970.00
26684		Software AG Of N.America	Software		109,742.50
26709	C100915001	3M Company	Reflective Sheeting		24,401.80
26710		Savannah Marine Serv.	Ferry Repairs		27,150.00
26711	C100915001	3M Company	Reflective Sheeting		30,105.00
26713	C100915001	3M Company	Reflective Sheeting		11,658.60
26714		3M Company	Rfelective Sheeting		23,840.00
26715		3M Company	Reflective Sheeting		90,704.80
26722		Thrustmaster Of Texas, Inc.	Repair Outboard Propulsion Units		155,562.00
26723	A00007139	AramSCO-A Herbert Abrams Co.	Kits, Body Fluid	2.35	16,450.00
26759		Software AG Of N. America	Software		14,000.00
26766	C301253001 & C300874001	Compucom Systems	Computer & Accessories		26,421.72

PURCH ORDER NUMBER	STATE PURCH DIVISION CONTRACT NUMBER	VENDOR	COMMODITY	UNIT PRICE	TOTAL PRICE
26780		Gary Concrete Prod.	Bridge		37,010.00
26781		Gary Concrete Prod.	Bridge		52,450.00
26782		Gary Concrete Prod.	Bridge		37,010.00
26786		Metromont Materials	Concrete		13,610.00
26787		Metromont Materials	Concrete		12,675.00
26789		Beiswenger Hoch & Assoc.	Software Licensing Agreement		70,000.00
26793	C301130001	Koch Materials Co.	Emulsified Asphalt		48,375.00
26800	C0300874001	Compucom Systems	Computer & Accessories		10,134.48
26839	HL00012	Jim Lineberger Grading & Paving	Hot Laid Asphalt		14,866.16
26846	C301130001	Koch Materials Co.	Emulsified Asphalt		18,526.40
26881		Matlock Sales & Marketing	Sign Posts		32,410.00
26906	C300962001	Frasier Tire Serv.	Tires		97,165.00
26908	C300962001	Frasier Tire Serv.	Tires		10,819.50
26913	C300962001	Frasier Tire Serv.	Tires		54,183.00
26997		Florence Concrete Prod.	Bridge		33,506.00
27001	C300410001	Chatham Steel Corp.	Steel Bearing Piles		44,554.00
27006	C300792002	Helena Chemical Co.	Herbicide		28,853.00
27013	EM00012	Koch Materials Co.	Emulsified Asphalt		12,116.50
27016	C301130001	Koch Materials Co.	Emulsified Asphalt		44,124.08
27034	C001372001	Robin Distributing Co.	Revolving Lights	47.54	19,966.80
27055	C200607001	Power & Telephone Supply Co.	Telephone Equipment		10,701.08
27124		Florence Concrete Prod.	Bridge		59,456.00
27125		Florence Concrete Prod.	Bridge		62,140.00
27126	C301130001	Koch Materials Co.	Emulsified Asphalt		57,000.00
27138		Owsley & Sons	Repair Parts		10,179.04
27141	C300962002	Ward Tire, Inc.	Tire		21,150.00
27185	C301130001	Koch Materials Co.	Emulsified Asphalt		33,494.63
27249	HL00020	Satterfield Constr. Co.	Hot Laid Asphalt		19,623.08
27257	C301130001	Koch Materials Co.	Emulsified Asphalt		10,247.09
27272	C301130001	Koch Materials Co.	Emulsified Asphalt		46,860.56
27290	HL00020	Satterfield Constr. Co.	Hot Laid Asphalt		14,385.85
27292	HL00031	C.R. Jackson, Inc.	Hot Laid Asphalt		20,336.40
27301		Linear Dynamics	Repair Parts		10,695.88
27433	C301504001	Lexington Tire Processors	Scrap Tires		23,700.00
27436		Eastman Kodak Co.	Maint. Agreement For Kodak Equipment		52,899.00

PURCH ORDER NUMBER	STATE PURCH DIVISION CONTRACT NUMBER	VENDOR	COMMODITY	UNIT PRICE	TOTAL PRICE
27545		Hydra Platforms Mfg.	Trailer-Mounted, Hydra Platforms	58,875.00	117,750.00
27641	C301130002	Colprovia Asphalt Div.Of Seaco	Cold Laid Asphalt		14,280.00
27660	C301130001	Koch Materials Co.	Emulsified Asphalt		28,290.99
27670	HL00035	Sloan Construction Co.	Hot Laid Asphalt		12,378.16
27671	HL00035	Sloan Construction Co.	Hot Laid Asphalt		28,173.92
27685	C301130002	Colprovia Asphalt Div.Of Seaco	Cold Laid Asphalt		14,390.00
27688	C301130001	Koch Materials Co.	Emulsified Asphalt		51,387.13
27706		Wilkes Right-Of-Way Constr.	Removal Of Trees		52,920.00
27707		Coastal Tree Serv.	Remove Tree Limbs		38,200.00
27716		Owsley & Sons	Crawler Crane, 45 Ton		155,250.00
27737		Florence Concrete Prod.	Bridge		42,927.00
27738		Coastal Tree Serv.	Tree Trimming		37,400.00
27745		Western Waterproofing Co.	Remove Stains For SCDOT BLDG.		17,077.00
27770	C102058001	Dillard Paper Co.	Can Liners		18,512.40
27772	C101745001	Safety Flag Co.	Safety Vests	8.95	16,110.00
27773	C301230001	Occupational Med. Prod.	First Aid Kits	36.60	16,640.00
27810		Vulcan Signs	Aluminum Sign Blanks		22,448.50
27811		Vulcan Signs	Aluminum Sign Blanks		51,388.50
27812		Vulcan Sign	Aluminum Sign Blanks		58,907.00
27814		Atlantic Marine Constr. Co.	Repair Bridge, Fender Systems		45,840.00
27815		Atlantic Marine Constr. Co.	Repair Bridge, Fender Systems		32,875.00
27816		Parker Marine Constr. Corp.	Repair Fender system		35,965.00
27817		Atlantic Marine Constr. Co.	Repair Fender System		192,385.00
27835	C301305001	Dixie Tool Dist.	Brake Pads		10,316.00
27840		Printech, Inc.	Printing Forms, S-438		13,360.00
27859	C301130001	Koch Materials Co.	Emulsified Asphalt		24,706.13
27860	C300458002	Koch Materials Co.	Emulsified Asphalt		42,607.50
27861	C301130001	Koch Materials Co.	Emulsified Asphalt		16,366.43
27985	C100643001	Battery Mart	Batteries		40,274.25
28012	C300281001	Southeastern Safety Supplies	Traffic Control Equip.		281,151.00
28018	HL00034	APAC Carolina, Inc.	Hot Laid Asphalt		60,875.98
28022	HL00002	APAC Carolina, Inc.	Hot Laid Asphalt		22,594.16
28034		CGA Consulting Serv.	Inter City Bus Transportation Study		89,905.00
28116	C300792002	Helena Chemical Co.	Herbicide		32,099.00
28211	C101278001	Owen supply Co.	Drills		22,793.80

PURCH ORDER NUMBER	STATE PURCH DIVISION CONTRACT NUMBER	VENDOR	COMMODITY	UNIT PRICE	TOTAL PRICE
28214		LEM Industries	Aggregate		29,850.00
28231		Hamilton & Assoc.	Patrol Supplies		12,410.00

*Emergency Purchase Orders issued by the S.C. Department Of Transportation's Maintenance Shops.

**Orders issued by the Division of General Services, State Budget and Control Board.

It is recommended that the Commission approve the executing of the purchase orders for delivery of the supplies, equipment and materials as listed.

BIDS RECEIVED BY THE DEPARTMENT
AT ITS LETTING OF SEPTEMBER 8, 1993
COLUMBIA

PURSUANT TO NEWSPAPER ADVERTISEMENTS OF AUGUST 2, 1993 & AUGUST 9, 1993, FORTY EIGHT BIDS WERE RECEIVED BY THE DEPARTMENT AT ITS LETTING OF SEPTEMBER 8, 1993 FOR THE ELEVEN PROJECTS LISTED BELOW AND IT IS RECOMMENDED THAT THE COMMISSION CONCUR IN THE FOLLOWING ACTIONS.

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. TRAFFIC SIGNAL INSTALLATION WORK

ANDERSON-GREENVILLE-PICKENS-SPARTANBURG COUNTIES

S. C. FILE NOS. 4.3501.1, 23.3501.1, 39.3501.1 & 42.3501.1 - (TRAFFIC SIGNAL INSTALLATION) - DISTRICT #3 - TYPE: AN "OPEN QUANTITY" SERVICE CONTRACT FOR THE INSTALLATION-REPAIR MODIFICATION OF VEHICLE LOOP, FOR TRAFFIC SIGNALS AND COUNTER STATIONS. THIS INVOLVES THE INSTALLATION OF NEW LOOPS, AND THE REHABILITATION OF EXISTING LOOPS. ALL CONSTRUCTION AND INSTALLATION, AND FURNISHING ALL RELATED MATERIALS WILL BE PERFORMED BY THE CONTRACTOR; INCLUDING SAW-CUTTING, INSTALLATION OF LOOP WIRE, LOOP SEALANT, LOOP LEAD-IN CABLE, CONDUIT WORK, OVERHEAD CABLE RUNS, SPLICE BOXES, ELECTRICAL WIRING, ETC. ELECTRICAL-ELECTRONIC TESTING IS REQUIRED, AND THE CONTRACTOR SHALL PROVIDE THE TEST INSTRUMENTS. HWY. TRAFFIC CONTROL IS REQUIRED. MIS. REPAIR MAY BE REQUIRED TO PRODUCE FUNCTIONAL LOOPS, AND FULLY FUNCTIONAL TRAFFIC SIGNALS. THIS CONTRACT IS DISTRICT WIDE.

NUMBER OF BIDDERS - 2

LOWEST RESPONSIVE BIDDER - L. FULCHER ELECTRIC, INC., FAYETTEVILLE, N. C.

AMOUNT.....\$176,000.00

2. WILDFLOWER PLANTING WORK

ANDERSON COUNTY

S. C. FILE NO. 4.976 - FED. AID. PROJECT NO. STP-9302(770) - (WILDFLOWER PLANTING) - US RTE. I-85 & US-76 - TYPE: LANDSCAPING, INCLUDING WILDFLOWER PLANTING AT THE I-85/US-76 INTERCHANGE IN ANDERSON COUNTY.

NUMBER OF BIDDERS - 7

LOWEST RESPONSIVE BIDDER - SEASONS BEST NURSERY, MT. PLEASANT, S. C.

AMOUNT.....\$24,496.91

CHARLESTON COUNTY

S. C. FILE NO. 10.293A - FED. AID PROJECT NO. STP-9302(768) - (WILDFLOWER PLANTING) - US RTE. 17 & I-526 - TYPE: LANDSCAPING, INCLUDING WILDFLOWER PLANTING AT THE I-526 (MARK CLARK EXPRESSWAY)/US-17 INTERCHANGE IN THE TOWN OF MOUNT PLEASANT IN CHARLESTON COUNTY.

NUMBER OF BIDDERS - 4
LOWEST RESPONSIVE BIDDER - SEASONS BEST NURSERY, MT. PLEASANT, S. C.
AMOUNT.....\$33,170.25

LEXINGTON COUNTY

S. C. FILE NO. 32.122A - FED. AID PROJECT NO. STP-9302(769) - (WILDFLOWER PLANTING) -
US RTE. I-26/SE BELTWAY - TYPE: LANDSCAPING, INCLUDING WILDFLOWER PLANTING AT THE
I-326(SOUTHEASTERN BELTWAY)/I-26 INTERCHANGE IN LEXINGTON COUNTY.

NUMBER OF BIDDERS - 5
LOWEST RESPONSIVE BIDDER - SEASONS BEST NURSERY, MT. PLEASANT, S. C.
AMOUNT.....\$33,522.39

3. RESURFACING WORK

BEAUFORT COUNTY

S. C. FILE NO. 7.1080 - (RESURFACING WORK) - RDS. S-7-33(071), S-7-111(071), S-7-
287(071), S-7-417(071), S-7-418(071), S-7-514(071), S-7-557(071) & S-7-558(071) - TYPE:
RESURFACING WITH HOT LAID ASPH. CONC. SURF. CR. of 9.44 mi. on Rd. S-7-33 (071) from US
Rte. 17 to Hampton County Line; 3.12 mi. on Rd. S-7-111 (071) from Rd. S-7-33 to US Rte.
17; 1.70 mi. on Rd. S-7-287 (071) from Rd. S-7-488 to SC Rte. 280; 1.00 mi. on Rd. S-7-
417 (071) from SC Rte. 280 to SC Rte. 280; 0.39 mi. on Rd. S-7-418 (071) from SC Rte. 280
to Rd. S-7-417; 0.18 mi. on Rd. S-7-514 (071) from Rd. S-7-287 to S-7-289; 0.37 mi. on
Rd. S-557 (071) from SC Rte. 280 to Rd. S-7-417; 0.34 mi. on Rd. S-7-558 (071) from SC Rte.
280 to Rd. S-7-417. TOTAL LENGTH OF PROJECT: 16.54 MILES.

NUMBER OF BIDDERS - 1
LOWEST RESPONSIVE BIDDER - J. F. CLECKLEY & CO., ORANGEBURG, S. C.
AMOUNT.....\$598,285.15

4. BRIDGE & APPROACH WORK

FLORENCE-WILLIAMSBURG COUNTIES

S.C. FILE NO. 2145.578 - FED AID PROJECT NO. BRZ-5021(009) - (BRIDGE & APPROACH
WORK) - RD. S-58 - TYPE: REPLACING EXISTING BRIDGES WITH (5) R.C. FLAT SLAB BRIDGES OVER
BROWN SWAMP (1 BRIDGE AT 120'X 32', 2 AT 60'X 32' AND 2 AT 90'X 32') AND 0.200 MILE OF
ASPH. CONC. SURF. ALONG RD. S-58 IN FLORENCE AND WILLIAMSBURG COUNTIES. TOTAL LENGTH OF AP-
PROACHES: 0.200 MILES.

NUMBER OF BIDDERS - 6
LOWEST RESPONSIVE BIDDER - BRIDGEBUILDERS, INC., CHESTER, S. C.
AMOUNT.....USING ALT. NO. 1 - MACADAM BASE COURSE.....\$679,634.49

FLORENCE COUNTY

S.C. FILE NO. 21.990 - FED AID PROJECT NO. BRZ-5021(010) - (BRIDGE & APPROACH WORK) - RD. S-35 - TYPE: REPLACING EXISTING (2) BRIDGES WITH (1 @ 120'X 32' AND 1 @ 90'X 32' R.C. FLAT SLAB (CONT.) BRIDGES OVER LAKE SWAMP BOTH ALONG ROAD S-35 SOUTHEAST OF TIMMONSVILLE AND 0.060 MILE OF ASPH. CONC. SURF. ON APPROACH WORK. TOTAL LENGTH OF APPROACHES: 0.060 MILES.

NUMBER OF BIDDERS - 7

LOWEST RESPONSIVE BIDDER - BLACKMON CONSTRUCTION CO., INC., MOUNTVILLE, S. C.

AMOUNT.....USING ALT. NO. 1 - MACADAM BASE COURSE.....\$379,065.90

GEORGETOWN COUNTY

S.C. FILE NO. 22.591 - FED AID PROJECT NO. BRT-1447(075) - (BRIDGE & APPROACH WORK) - RD. S-42 - TYPE: REPLACING EXISTING BRIDGE WITH A 90'X 36' R.C FLAT SLAB BRIDGE OVER GRAVEL GULLY CREEK AND ASPH. CONC. SURF. OF 0.362 MILE OF APPROACHES ALONG RD. S-42 S.W. OF GEORGETOWN. TOTAL LENGTH OF APPROACHES: 0.362 MILES.

NUMBER OF BIDDERS - 5

LOWEST RESPONSIVE BIDDER - DUNCAN-SMITH, INC., CHARLESTON, S. C.

AMOUNT.....USING ALT. NO. 2 - STAB.BASE COURSE TYPE 2 (8" UNIF.).....\$521,719.10

5. ROAD WORK

KERSHAW COUNTY

S.C. FILE NO. 28.664 - STATE PROJECT NO. C-664 - (ROAD WORK) - RD. S-1016 - TYPE: GRAD, DRAIN & BIT. SURF. OF 0.820 MILE ON RD. S-1016 (ITEM 201357) FROM ROAD S-93 TO ROAD S-12. TOTAL LENGTH OF PROJECT: 0.820 MILES. 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.

NUMBER OF BIDDERS - 2

LOWEST RESPONSIVE BIDDER - H. R. GARRETT, INC., GRAY COURT, S. C.

AMOUNT.....USING ALT. NO. 1 - 15" R.C. PIPE CUL.-CLASS III, ETC.....\$108,060.90

MARLBORO COUNTY

S.C. FILE NO. 35.525 - STATE PROJECT NO. C-525 - (ROAD WORK) - RD. S-827 & SC-9/38 - TYPE: GRAD, DRAIN & ASPH. CONC. SURF.OF 0.115 MILE ON RD. S-827, (ITEM 200163) FROM US RTE. 15/401 TO NW FOR 0.11 MI.; AND WID, GRD, DRN, CONC C&G, SIDEWALK, & ASPH. CONC. SURF. OF 0.414 MILE ON SC9/38 (ITEM 201002) FROM ROAD S-53 NORTHERLY FOR 0.4. MI. TOTAL LENGTH OF PROJECT: 0.529 MILE.

NUMBER OF BIDDERS - 4

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

AMOUNT.....USING ALT. NO. 1 - MACADAM BASE CR. (6" UNIF.), ETC.....\$495,346.47

ORANGEBURG COUNTY

S.C. FILE NO. 38.920 - FED. AID PROJECT NO. STP-9302(702) - (ROAD WORK) - US-178 -
TYPE: WIDEN., GRAD., DRAIN., CONSTR. OF CONC. CURB GUTTER & SIDEWALK, ASPH. CONC. SURF. AND
TEMPORARY & PERMANENT PAVEMENT MARKINGS OF 0.753 MILE ON US-178 FROM US RTE 21/178 TO
S-793. TOTAL LENGTH OF PROJECT: 1.026 MILES.

NUMBER OF BIDDERS - 5

LOWEST RESPONSIVE BIDDER - U. S. GROUP, INC., COLUMBIA, S. C.

AMOUNT.....USING ALT. NO. 1 - MACADAM BASE CR. (8" UNIF.).....\$1,205,137.39

**CALHOUN
COUNTY
TRANSPORTATION
PLAN**

AND

**TRANSPORTATION
COMMITTEE
APPOINTMENT**

September 10, 1993

Mr. B. K. Jones
Special Assistant to the
Executive Director
Post Office Box 191
Columbia, South Carolina 29202

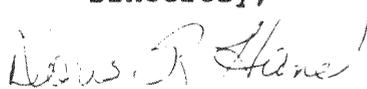
Dear Mr. Jones:

With further reference to my letter of August 8, 1993, please accept the following as Calhoun County's Interim Transportation Plan as required by the revised "C" Fund Law.

1. The Calhoun County Transportation Committee request the Department of Transportation to administer all funds available to Calhoun County under the revised "C" Fund Law.
2. The Committee request that all projects currently programmed, but not yet let to contract be advanced to completion.
3. The Committee will receive project requests from county and municipal officials and will request the Department of Transportation to evaluate each project as submitted. The Committee will prioritize projects based on available funds and will endeavor to allocate the funds for maintaining roads currently in the system and construction of new projects.
4. The Committee will also evaluate resurfacing needs and bridges replacement needs as a part of this overall program.

With my kindest personal regards,

Sincerely,



Doris R. Hane, Chairman
Calhoun County Transportation Committee

August 13, 1993

Honorable John G. Felder
Post Office Box 346
St. Matthews, South Carolina 29135

Dear Representative Felder:

I am in receipt of your letter dated, August 6, 1993, advising on behalf of the Calhoun County Legislative Delegation that Doris Ellen R. Hane has been appointed to replace Commissioner Alec McLeod as a County Transportation Committee of one to manage the "C" Construction Program in Calhoun County.

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

With kind regards, I am

Yours very truly,


E. K. Jones
Special Assistant to
Executive Director

cc:
Commissioner Alec McLeod
Commissioner Laniel Chapman
Honorable Darrell Jackson

Dist. Engrg. Adm. Campbell
District No. 7

~~LBKJ~~:lls



House of Representatives

State of South Carolina

John G. Felder

District No. 93 - Calhoun-Orangeburg
Counties
P. O. Box 346
St. Matthews, SC 29135

416-C Blatt Building
Columbia, SC 29211

Tel. (803) 734-3033

August 6, 1993

Committee:

Ways and Means, 3rd Vice Chairman

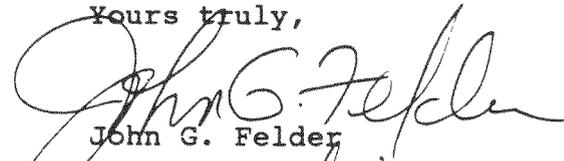
Mr. B. K. Jones
SC Department of Highways and
Public Transportation
P. O. Box 191
Columbia, SC 29202

Dear Mr. Jones:

The Calhoun County Legislative Delegation hereby appoints Doris Ellen R. Hane to serve as County Transportation Chairman for Calhoun County. This appointment replaces Commissioner Alec B. McLeod, Jr., who resigned due to possible dual office holding.

With kindest personal regards, I am

Yours truly,


John G. Felder
Chairman

JGF/mw

cc: Honorable Darrell Jackson
610 Gressette Building
Columbia, SC 29209

COPY

August 5, 1993

Representative John Felder
Chairman Calhoun County Delegation
P. O. Box 346
St. Matthews, S.C. 29135

Dear Representative Felder:

I appreciate the honor of being asked to serve as County Transportation Chairman for Calhoun County, however I must decline due to the advice of council as they have informed me that this would be dual office holding.

Thank you for your consideration.

Sincerely,

Alec B. McLeod, Jr.

cc: B. K. Jones

Rt 4, Box 632
St. Matthews, SC 29135

August 9, 1993

Mr. B. K. Jones
S.C. Department of Transportation
P. O. Box 191
Columbia, S.C. 29202

Dear Mr. Jones:

I am enclosing a copy of the letter appointing me as Transportation Committee Chairman of Calhoun County.

My plan is to take input from the municipalities within the county, the county council, and the legislative delegation using my best judgement to prioritize projects for Calhoun County with input from the evaluations done by the Department of Transportation. I will recommend projects to the commission for their approval and will ask that all contracts be let by the Department and be done to state standards.

If this plan is not suitable, please let me know how it should be amended. Thanking you in advance.

Sincerely,



Doris R. Hane
Chairman

Calhoun County Transportation Committee



House of Representatives

State of South Carolina

John G. Felder
District No. 93 - Calhoun-Orangeburg
Counties
P. O. Box 346
St. Matthews, SC 29135

416-C Blatt Building
Columbia, SC 29211

Tel. (803) 734-3033

August 5, 1993

Committee:
Ways and Means, 3rd Vice Chairman

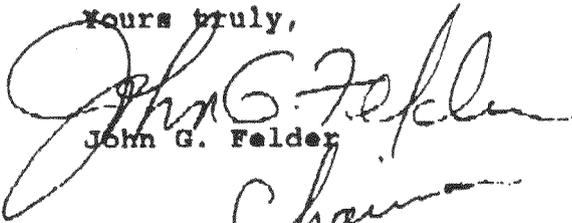
Mr. B. K. Jones
SC Department of Highways and
Public Transportation
P. O. Box 191
Columbia, SC 29202

Dear Mr. Jones:

The Calhoun County Legislative Delegation hereby appoints Doris Ellen R. Hane to serve as County Transportation Chairman for Calhoun County. This appointment replaces Commissioner Alec B. McLeod, Jr., who resigned due to possible dual office holding.

With kindest personal regards, I am

Yours truly,


John G. Felder

Chairman

JGF/mw

cc: Honorable Darrell Jackson
610 Grossette Building
Columbia, SC 29209

**RICHLAND
COUNTY
TRANSPORTATION
PLAN**

AND

**TRANSPORTATION
COMMITTEE
APPOINTMENT**

August 3, 1993

Mr. David N. Denton
Richland County
Committee on Transportation
Post Office Box 192
Columbia, South Carolina 29202

Dear Mr. Denton:

I am in receipt of your letter dated, July 29, 1993, requesting on behalf of the Richland County Transportation Committee that the Department of Transportation continue to administer the "C" Construction Program as it has in the past.

As you know, the revision to the "C" Fund Law requires that a Committee be appointed, they develop a Transportation Plan, and that plan be approved by the Department of Transportation before programming can continue. We have received the notification of the appointment and the Transportation Plan, however, the Commission has yet to establish a procedure by which these plans are to be approved.

As soon as this is accomplished, Richland County's plan will be submitted for review.

With kind regards, I am,

Yours very truly,


Daniel P. Fanning
Executive Director

BKJ:lls

COUNTY OF RICHLAND



COMMITTEE ON TRANSPORTATION

July 29, 1993

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

Dear Mr. Fanning:

In accordance with Section 12-27-400, Code of Laws, as amended, the Richland County Committee on Transportation requests that the Department of Transportation manage the "C" fund account consistent with past procedures.

Sincerely,

A handwritten signature in cursive script, appearing to read "David N. Denton".

David N. Denton

DND/ssc

cc: Mr. B. K. Jones
Mr. Ralph Pearson

September 10, 1993

Honorable Kay Patterson
Chairman
Richland County Legislative Delegation
Post Office Box 192
Columbia, South Carolina 29202

Dear Senator Patterson

I am in receipt of your letter dated, July 20, 1993, advising on behalf of the Richland County Legislative Delegation that Mr. David N. Denton has been appointed to function as County Transportation Committee, and that additional members may be added at a later date.

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

With kind regards, I am

Yours very truly,



E. K. Jones
Special Assistant to
Executive Director

cc:
Commissioner Charles T. Brooks, Sr.
Commissioner Laniel Chapman
Honorable Darrell Jackson

Dist. Engrg. Adm. Smith
District No. 1

~~BKJ~~:lls .(CTC File)

Richland County Legislative Delegation



CHAIRMAN, LEGISLATIVE DELEGATION
Kay Patterson

VICE CHAIRMAN, LEGISLATIVE DELEGATION
Timothy F. Rogers

CHAIRMAN, HOUSE DELEGATION
Candy Y. Waites

VICE CHAIRMAN, HOUSE DELEGATION
John L. Scott, Jr.

EXECUTIVE DIRECTOR
David N. Denton

MEMBERS OF THE SENATE
Dist. 19 - Kay Patterson
Dist. 20 - John E. Courson
Dist. 21 - Darrell Jackson
Dist. 22 - Warren K. Giese

MEMBERS OF THE
HOUSE OF REPRESENTATIVE
Dist. 70 - Joseph Neal
Dist. 71 - Rick Quinn
Dist. 72 - Timothy F. Rogers
Dist. 73 - Joe E. Brown
Dist. 74 - Alma W. Byrd
Dist. 75 - Candy Y. Waites
Dist. 76 - James H. Harrison
Dist. 77 - John L. Scott, Jr.
Dist. 78 - June S. Shissias
Dist. 79 - Roland S. Corning
Dist. 80 - James "Bubba" Cromer

July 20, 1993

Daniel P. Fanning, Executive Director
S. C. Department of Highways and
Public Transportation
P. O. Box 191
Columbia, SC 29202

Dear Mr. Fanning:

The Richland Delegation has appointed David N. Denton as a committee of one to the Transportation Committee of Richland County. It is the intention of the Delegation to add other members in the near future.

All projects currently programmed or forwarded to the Highway Commission by the Richland County Legislative Delegation prior to July 1, 1993 are to be funded and completed.

Sincerely,

Kay Patterson
Chairman

cc: Senator Darrell Jackson, Chairman, Roads & Streets Committee
Mr. David N. Denton



RICHLAND COUNTY
SOUTH CAROLINA

TRANSPORTATION COMMITTEE

July 9, 1993

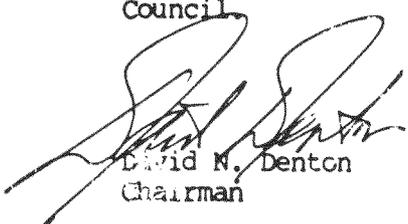
Daniel P. Fanning, Executive Director
S. C. Department of Highways and
Public Transportation
P. O. Box 191
Columbia, SC 29202

Dear Mr. Fanning:

The attached county-wide Transportation plan has been adopted by the Richland County Transportation Committee and is submitted for approval in accordance with 12-27-400, 1976 Code of Laws, as amended.

GENERAL POLICY STATEMENTS

- (1) "C" Funds will be allocated to execute a more developed roadway network to meet future transportation needs and projects will be coordinated with regional transportation plans.
- (2) "C" Funds will be allocated on an equitable basis between municipalities and unincorporated areas.
- (3) "C" Funds can be allocated to local paving projects, bridge construction, drainage projects, sidewalk construction and safety improvement projects.
- (4) "C" Funds can be allocated to resurface county and state roads.
- (5) "C" Fund project recommendations will be accepted from Richland County Council, Richland County Legislative Delegation and City of Columbia Council.


David N. Denton
Chairman

I. THE PLAN

Introduction

Since 1980, Richland County has experienced a moderate rate (5.9%) of population growth which has largely been limited to the northwest and northeast portions of the County. Current development trends suggest these areas will continue to grow and thereby increase the need for a more efficient circulation system. This document is the plan for that system, outlining related policies and standards for street development and access.

Past efforts toward a County transportation plan have been attempted but did not fully address the County as a whole. This Plan is countywide and sets out the administrative and regulatory mechanisms for its application. The Plan uses as a base network both the adopted state plan (SC Functional Classification) and the adopted regional plan (CMRPC COATS Plan) for the highway network system. From this additional recommendations are made which attempt to remediate County highway deficiencies and improve traffic movement.

The Long Range Major Street Plan, referred to as the Plan, has a five (5) year horizon period. It was selected to correspond to the periodic updates to the Comprehensive Land Use Plans and relate more effectively to rapid changes in local development trends. Components of the Plan include a functional classification system for the roadway network, future major connection and intersection improvements and design recommendations for roadway linkages. Appendices A & B outline the administrative process and financial options for the Plan.

Background

Growth and development in the County has now reached a point where the natural character of large portions have changed from a rural to a more urban environment. The northeast and northwest areas remain the fastest growing population centers of the County, forcing more traffic along a limited number of major and minor streets. For example, some 40,000 persons journey from outside the County to Columbia for work. The County roadway system has evolved from a mechanism to handle local needs to a highly sophisticated network that must meet the needs of an increasing user population. Many of the problems facing us today are a product of how we have managed the current system.

Current county highway development is largely the result of two groups: SC Department of Highways and area land developers. Funded by federal and state dollars, the Highway Department constructed the interstate, major arterial and collector class road networks. Local roads are usually constructed as a part of residential and commercial subdivision development. By way of this pattern of road development several problems must now be addressed by the County.

First, as the State has been the historic road builder of major streets, the existing network and any proposed major streets are a function of the State funding and project priority system. Although this mechanism has a local control element through the MPO (metropolitan planning organization) process (CMRPC is the local MPO), competition from many other projects often divert or dilute funds, often forcing Richland County projects to accept a lower priority status.

Second, this road development process as administered by the MPO generally focuses on major streets that fall within the federally designated planning area which does not cover all the County, thus leaving some areas without adequate planning treatment. Coupled with this is the regional focus the MPO must take in its approach, leaving the County without any institutionalized and internally focused process to address its long-range transportation problems.

Third, secondary issues such as linking adjacent developments with the major network and improving overall circulation of traffic has fallen short of expectations as the County has limited means to administratively and financially undertake a more aggressive approach to County roadway development.

Faced with the need for a more developed roadway network, the Plan sets out a course of action. To implement the Plan and meet future transportation demands, the County must get into the highway development and construction business. To accomplish this undertaking, the Plan recommends the County to undertake the following:

Generalized Planning Schedule - Long Range Major Street Plan

1. Planning Commission adopts the Plan.
2. Staff drafts recommendations on individual highway projects implementing the Plan.
3. Recommendations are presented and adopted by the Planning Commission.
4. Staff prepares capital project budget for County Council.
5. County Council establishes County Highway Improvement Program.
6. County Council adopts Budget for the fiscal year.
7. Staff begins project development for implementation.
8. Planning Commission and County Council obtains periodic briefings on project status.
9. Planning Commission examines the Plan and project priorities for the following fiscal year.

II. FUNCTIONAL CLASSIFICATION

Functional classification is the process by which streets and highways are grouped into classes, or systems according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by describing what role a particular road or street should play in serving the flow of traffic through the total road network. This hierarchy of functional types relates

directly to the hierarchy of travel distances which they serve. Also linked to the concept of functional class is mobility. Mobility as a function is the travel path used where capacity of the roadway network is acceptable or exists within limits of delay and speed (effects of congestion). Referred to as "level of service", the Plan attempts to balance circulation patterns with an acceptable level of service.

The Plan defines the roadway network into five broad categories: freeways, major arterials, minor arterials, collectors and local facilities. For purposes of this Plan, classification of the network recognizes the following:

1. Class is based on a "predominant use" since all major streets possess characteristics of more than one category,
2. Class is related to the function of a street, and not exclusively the volume of the traffic it carries,
3. The major street system should maintain a reasonable degree of spacing, such that major arterials are interspersed with minor arterials and collectors, and
4. Roadways should be classified on the basis of "future intended function", and not current or historical function.

As part of the classification process, criteria is used to help categorize individual roads and streets. The operational requirements applied for each classification are provided:

Freeways and Major Arterials -

1. All Interstate and Interstate-type highways;
2. Major routes connecting subareas with the urbanized region;
3. Major access routes to high density activity centers;
4. Routes serving outlying communities or provide access from rural areas;
5. Routes whose design permits relatively high speed operation;
6. Routes whose only access is by other arterial or non-arterial street;
7. Routes with access restrictions - limitations on curb and median cuts;
8. Through streets in the downtown area; and
9. Streets with traffic volumes ranging from 10,000 to 60,000+ vpd.

Minor Arterials -

1. Routes with only one trip end in an area through which the street passes;
2. Routes which are continuous and long-distance in nature;
3. Roadways with abutting mixed uses, possibly with direct access;
4. Connects abutting urban communities;
5. Provides access to the principal arterial system;
6. Carries intermediate length trips (two to five miles);
7. Provides access to major regional facilities;
8. Connects two principal arterials over a short distance; and
9. Streets with traffic volumes ranging from 5,000 to 10,000 vpd.

Collectors -

1. At least one trip end is in a commercial area served by the route;
2. Serve as access routes to concentrations of industrial activity;
3. Provides access to the arterial system;
4. Provides for internal circulation within commercial and industrial areas;
5. Connects principal and minor arterials with major residential, commercial and industrial areas;
6. Carries relatively short-distance trips (less than two miles);
7. Characterized by high volumes of turning and through traffic;
8. Streets with traffic volumes ranging from 1,000 to 5,000 vpd.

Local -

1. Provides for internal circulation within residential neighborhoods or commercial and industrial clusters;
2. Provides access to the collector and minor arterial road system;
3. Carries no through traffic, limited to short internal trips;
4. Provides for direct access from abutting properties;
5. Characterized by low volumes and turning movements; and
6. Streets with traffic volumes of less than 500 vpd.

III. CONNECTOR ROADS

The Connector Road Concept was initiated in early 1986 as a response to increased development in the I-77 Corridor and Northeast portions of the County. Despite considerable efforts to implement a road development strategy for these areas, the County never formally established an adequate administrative and financial mechanism to insure its completion. As a result, the Plan uses many of the concepts previously drafted with an additional emphasis on implementation procedures. What follows is the basis for the "Connector Road Concept" and its relationship to the Plan.

Connector roads are those designed to link adjacent developments so as to provide alternative access between developments without the necessity of using the arterial road system and to further a continuous, connected road system not disjointed and blocked by inaccessible, self-contained developments. Such a disjointed system precludes logical driving patterns, forces time consuming travel by roundabout routes, and funnels traffic onto an already busy arterial network serving trips beyond the immediate development.

There are several advantages to the concept. First, public safety is enhanced. Law enforcement, fire suppression and emergency services can provide faster service because better access is provided between and within developments. Roads connecting major traffic arteries allow for more efficient routing of pick-up and delivery services. Additionally, overall convenience, time and fuel savings are promoted from the enhanced ability to make direct connections between trip destinations without the need to travel long distances to exit developments from restricted access points or take roundabout routes to nearby destinations not easily accessible by alternate routes.

The Connector Road Concept is addressed as part of the Plan Map and as part of the Addendum. Specifically, Connector Roads are:

1. Shown on the Plan Map;
2. Functionally classified as collector or local roads;
3. Designed to standards set out in Section IV.; and,
4. Developed in accordance with Appendix A.

IV. DESIGN STANDARDS

Circulation Principles

The vehicular circulation system is the essential element in the overall layout of subdivisions and large-tract development. It must provide for safe, convenient access between lots and parcels and existing thoroughfares. However, the design of the system must acknowledge the other elements in the development, specifically, storm drainage, utilities, landscaping, signage and public right-of-way. The following principles are recommended to guide street system design:

1. Discourage and prohibit excessive speeds and through traffic in residential neighborhoods;
2. Minimize the number of intersections; four-way intersections should be discouraged, unless desirable because of the obvious need for signalization;
3. Pedestrian-vehicular conflict points should be minimized;
4. Relate streets to the topography, as close to the grade as possible;
5. The street system should adequately accommodate prospective traffic from adjacent potential development;
6. Afford access to emergency and maintenance vehicles; and,
7. The street layout should relate to and link adjoining and abutting streets and parcels where desirable to accommodate through traffic, while the planning and construction of residential streets should relate to their local function.

Street Design

Minimum standards for use by the Plan will generalize in two areas: street design and access. Related street construction standards are set forth in the County's Subdivision Ordinance. The Plan recommends the following rights-of-way and access standards by functional roadway classification and traffic generation as it relates to County standards:

Design Standards

Functional Class	R-0-W Width	Construction Standard
Arterial	100 feet	
Collector	66 feet	
Commercial	66 feet	
Industrial	80 feet	
Local	50 feet	

Access

Lack of access control along major streets is the largest single factor resulting in the incremental loss of highway capacity. Throughout the County, multiple driveways and curb cuts increase points of conflict and potential accident locations. Acknowledging the need for some policy on access, for purposes of the Plan, the SC Department of Highways' Access and Roadside Management Standards and the County's Subdivision Ordinance will be the recognized guideline in reviewing projects; however, where appropriate the Plan recommends the following standards by development type.

A. Group Developments

The number of access points recommended for any group development is a function of the traffic generated. Below are the minimum and maximum number of access points suggested based of trips generated. Table 1 provides trip generation rates by land use for purposes of applying the Plan. Where the recommended standard exceeds the maximum permitted as defined in the Subdivision Ordinance, the maximum will be the limit.

A.1 Minimum Design Criteria

<u>Minimum Access Points</u>	<u>Minimum Design</u>	<u>Number of Trips</u>
1	2 Lane Facility	500 or less
1	2 Lane Facility w/ Emergency access	501 - 1000
1	4 Lane Divided Facility	1001 - 1500
1	4 Lane Divided Facility w/ Emergency access	1500 - 2500
2	2 Lane Facility	2500
+1	2 Lane Facility	Each additional 500 Trips

A.2 Maximum Design Criteria

The maximum number of access points will be determined by the application of the Subdivision Ordinance as it relates to driveway spacing and site distances.

B. Subdivisions

Like group developments, the number of access points recommended for any subdivision is also a function of the traffic generated. Below are the minimum and maximum number of access points suggested based of trips generated. Table 1 provides trip generation rates by land use for purposes of applying the Plan. Where the recommended minimum exceeds the maximum permitted, the maximum will be the limit.

B.1 Minimum Design Criteria

<u>Minimum Access Points</u>	<u>Minimum Design</u>	<u>Number of Trips</u>
1	2 Lane Facility	500 or less
1	2 Lane Facility w/ Emergency access	501 - 1000
1	4 Lane Divided Facility	1001 - 1500
1	4 Lane Divided Facility w/ Emergency access	1500 - 2500
2	2 Lane Facility	2500
+1	2 Lane Facility	Each Additional 500 Trips

B.2 Maximum Design Criteria

The maximum number of access points will be determined by the application of the Subdivision Ordinance as it relates to intersection spacing and site distances.

TABLE 1: Trip Generation Rates By Land Use

<u>Land Use Type</u>	<u>Average Weekday Trip Generation Rates</u>
<u>Residential</u>	Trips Per Dwelling Unit
Single Family Detached	10.06
Condominium/Townhouse	5.86
Low Rise Apartment (Two or less)	6.60
High Rise Apartment	4.20
Mobile Home Park	4.81
Retirement Community (Group Development)	3.30
Recreational Home	3.16
Planned Unit Development	Traffic Impact Study Recommended

Land Use TypeAverage Weekday Trip Generation RatesOffice Building, Gross Building Area

Trips Per 1000 Gross SQ FT of Building

General Office, 10,000 - 49,999	24.39
General Office, 50,000 - 99,999	16.31
General Office, 100,000 - 199,999	13.72
General Office, 200,000 - 499,999	11.54
General Office, 500,000 - 799,999	9.17
General Office, 800,000 or more	8.16
Medical Office Building	34.17
Office Park	11.40
Research Center	6.06

Land Use TypeAverage Weekday Trip Generation RatesRetail, Gross Leasable Area

Trips Per 1000 Gross SQ FT of Space

Specialty Retail	40.67
Discount Store	17.16
Shopping Center:	
10,000 - 49,999	166.35
50,000 - 99,999	94.71
100,000 - 199,999	74.31
200,000 - 499,999	58.93
500,000 - 999,999	39.81
1,000,000 - 1,599,999	33.44
1,600,000 or more	31.05

IndustrialTrips Per:
Employee or 1000 SF Building Area

Light Industrial	3.02	6.97
Heavy Industrial	2.05	1.50
Industrial Park	3.41	6.97
Manufacturing	2.09	3.85
Warehousing	3.89	4.88
Mini-Warehouse	56.28	2.61

InstitutionalTrips Per:
Employee or Students

Elementary School	13.10	1.03
High School	16.79	1.39
Junior or Community College	10.60	1.55
Library	49.51	
Government Offices	11.95	
Civic Center	6.09	
Golf Course	20.63	
Park	26.46	

Land Use Type

Average Weekday Trip Generation Rates

Group Institutional

	Trips Per:	
	Employee	or Beds
Nursing Home	4.03	2.60
Hospital	5.03	11.84
Day Care	33.20	

Lodging

	Trips Per:	
	Employee	or Rooms
Hotel	14.34	8.70
Motel	12.81	10.19

LAND USE DEFINITIONS

SINGLE-FAMILY DETACHED

A single-family detached home on an individual lot.

CONDOMINIUM/TOWNHOUSE

Single-family ownership units that have at least one other single-family unit within the same building structure. Both condominiums and townhouses are included in this category.

LOW-RISE APARTMENTS

Apartments in buildings that are only one or two levels (floors).

HIGH-RISE APARTMENTS

Apartments in buildings three or more levels high.

MOBILE HOME PARK

Trailers shipped, sited, and installed on a permanent foundation.

RETIREMENT COMMUNITY

Residential units similar to apartments or condominiums usually located in self-contained villages, and restricted to adult or senior centers.

RECREATIONAL HOMES

Homes usually contained in a resort together with local services and complete recreational facilities.

GENERAL OFFICE BUILDING

Houses with one or more tenants and is the location where the affairs of a business, commercial, or industrial organization, professional person, or firm are conducted.

MEDICAL OFFICE BUILDING

A facility that provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care.

OFFICE PARK

Subdivisions or planned-unit developments containing general office buildings and support services such as banks, restaurants, and service stations arranged in a park or campus-like atmosphere.

RESEARCH CENTER

Facilities or groups of facilities devoted nearly exclusively to research and development activities.

SPECIALTY RETAIL CENTER

Small shopping centers which contain shops specializing in quality apparel or hard goods.

DISCOUNT STORES

Freestanding stores with off-street parking.

LIGHT INDUSTRIAL

Usually employs less than 500 persons with an emphasis on other than manufacturing.

HEAVY INDUSTRIAL

Encompasses the manufacturing of large items, excluding conversion of raw materials into finished products.

INDUSTRIAL PARK

Areas containing a number of industrial or related facilities.

MANUFACTURING

Places where the primary activity is the conversion of raw materials or parts into finished products.

WAREHOUSING

Facilities that are all or largely devoted to storage of materials.

MINI-WAREHOUSE

A building in which a storage unit or vault is rented for the storage of goods.

MOTEL

A place of lodging offering only sleeping accommodations and possibly a restaurant.

HOTEL

A place of lodging providing sleeping accommodations, restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and other retail and service shops.

ELEMENTARY SCHOOL

School serving students between kindergarten and high school levels.

HIGH SCHOOL

School serving students between elementary school and junior college levels.

COMMUNITY COLLEGE

Includes all two and four year educational institutions that call themselves a junior college.

LIBRARY

Includes those at university and other private or public facilities.

GOVERNMENT OFFICES

Includes all national, state and local administrative offices where public access and use is required for conducting business.

CIVIC CENTER

Place where a group assembly is held and accompanied by support facilities or services.

APPENDIX A: ADMINISTRATIVE MECHANISM

A. General

The Plan recommends highway improvements based on a five (5) year development schedule which would be formulated by the Planning Commission and financed through the creation of a separate highway fund to be known as the County Highway Improvement Program (CHIP). In general, the Plan would be implemented through two methods. First is by the development and construction of improvements identified by the Plan, and second, the application of the Plan in the review of subdivisions and group developments. The Subdivision Ordinance is the the legal tool for enforcement of the Plan.

B. Adoption and Maintenance of the Plan

The Richland County Planning Commission will have sole responsibility for the adoption and maintenance of the Long Range Major Street Plan (SC Code 6-7-570). The Plan is to be reexamined every five years for concurrence with existing development trends and Planning Commission objectives. The Plan consists of the Plan Map, Addendum and the County Highway Improvement Program (CHIP).

The Plan Map will identify the existing highway network by functional use and proposed highways or linkages within the County Maintenance System. The Addendum defines the criteria for functional use of a road which is a component of the overall system, recommends standards for design regarding highway development and access and suggests alternative revenue sources for funding of the Plan. Linked to the Plan is the creation of the CHIP which would provide the administrative mechanism for implementing recommended highway improvements. In summary, the CHIP would be a composite listing of projects identified by the Plan for development through a County-created highway fund.

C. Development and Financing of the Plan

Development of the Plan is the responsibility of the Planning Commission. The Commission will adopt as part of the Plan a capital improvement program and budget that will identify individual projects sanctioned by the Plan. These projects will be placed in priority order by the Commission. Each year the Commission will undertake the drafting of an annual element or that year's capital expenditure identifying those projects, and the projected next four year project list for a five year capital planning document. The capital element of the Plan is to be adopted prior to the preparation of the County Council Budget for that year.

Financing of these projects will be provided through the newly established highway improvement fund. This fund is to be established by ordinance for the purpose of funding the implementation of the Plan. It is recommended that the Commission be given financial oversight to ensure timely completion of the Plan's objectives. The administrative process to coordinate the capital budget with the Council should be defined by ordinance. Appendix B identifies sources of revenue for the highway improvement fund.

D. Plan Compliance By Private Development

Plan compliance will be administered through the application of the County's Subdivision Ordinance as it relates to site plan and subdivision plat approvals.

E. Plan Amendments

Although the Plan has a five (5) year horizon, the Planning Commission may act to amend the Plan as needed, provided the justification fulfills one of the following two conditions:

1. A hardship was created from the implementation of the Plan; and/or,
2. A substantive change in the character of an area that warrants modification of the Plan.

F. County Highway Improvement Program (CHIP)

The CHIP is the general management tool for the development and implementation of the County's roadway improvements. Set up a composite listing of all highway related improvement projects sponsored by various County organizations, the CHIP sets out the development schedule and identifies the financing for each. Although the Planning Commission has the responsibility for prioritizing the improvements cited in the Plan, it is the responsibility of the County to examine all other Non-Plan generated projects and rank them accordingly. The Plan does recommend that the County use the following criteria for evaluating the appropriateness of a request for inclusion in the CHIP:

1. Relationship to a public safety concern;
2. Provide access to a public facility;
3. Support the development of the Long Range Major Street Plan;
4. Support the completion of an existing street pattern;
5. Provide access to residences in accordance with the Council adopted policy.

G. Recommended Curb Cut Ordinance

The Plan recommends that the County adopt a Curb-Cut Ordinance for the control of access onto county maintained roads. Appendix C contains a recommended Curb - Cut Ordinance.

APPENDIX B: FINANCIAL OPTIONS

There are a wide variety of reasons for communities to seek alternative highway funding. New development places demands on the highway system for improvements such as highway widening and development of new routes, but cities and counties must use all available general revenues and gas tax receipts just to maintain existing roads. There are no funds left over to consider these improvements, regardless of the need or merit of the improvement.

Local funding resources offer the potential for municipalities, counties and the private sector to achieve transportation improvements much faster than the traditional federal, state aided programs allows, especially if the projected shortfall in state and federal revenues is as predicted. Hence, local revenue resources allow local interests to have a somewhat greater influence on the design, placement, and scope of needed improvements.

The major types of funding sources identified are: federal assistance as defined by the new 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), local designated "C" funds, impact fees, exactions, development agreements, special assessments, joint ventures, tax increment financing, toll financing and dedicated sales tax or millage. A brief explanation of each source is presented.

Federal Assistance

In 1991, the federal government passed legislation which changed the method for funding and administering transportation projects within the metropolitan area. To implement the Plan, several of its provisions need to be highlighted. First is the Central Midlands Regional Planning Council is the designated MPO and would be the coordinating agency for federal transportation funds for Richland County. This process is formalized in a multi-year planning document called the Transportation Improvement Program (TIP). This document sets out priorities and funding for improvements within the metropolitan area with approval by CMRPC's Board. A key aspect for funding the County's Plan is that if a proposed or existing highway is classified as a collector or higher on the regional plan, it is eligible for inclusion in the TIP and federal funding. Therefore, any improvements sought by the County to be federally funded must go through the Regional Planning Council.

Though this would place any County project among other competing projects, it remains one source of either total or partial funding, particularly as the updated regional plan must address future right-of-way preservation.

PLAN RECOMMENDATION: Use of this method for development of highway improvements would require that they have not only a County-wide significance but a regional impact as well. These improvements would then be introduced into the regional planning program by staff at the Central Midlands Regional Planning Council Transportation Advisory Committee (COATS). It is important to note that only collector class roads would be eligible.

"C" Funds

Section 12-27-400 of the SC Code provides for the use of proceeds from a 2.66 cent tax on gasoline sales for the C-Fund. Allocation of these monies are based on three factors: land area, population and miles of rural roads. On average, Richland County receives \$2,300,000 annually. Once proceeds are allocated to each county, the county's legislative delegation then directs how the C-funds are to be used. The C-Fund monies may be used for a variety of road improvements which normally but not exclusively include rehabilitation, repaving, reconstruction, sidewalks, curbs, gutters and drainage. Also, C-Funds may be expended for work on primary and secondary roads. The Legislative Delegation may expend C-Funds on city or rural roads, upgrading or bringing roads into the state system, and on roads already in the state system. Finally, the law permits up to 75% of the funds may be directed to the "local paving program" as administered by the State Highway Department.

Currently, this source of funding is under review, resulting from a SC Supreme Court decision affecting it's allocation and distribution. A proposal is under consideration by the General Assembly (March 1993) which would modify current allocations by County. The net effect as proposed would be a doubling of funding for this source. For purposes of this Plan, it is highly recommended that this source be the principal revenue mechanism for plan implementation. Although this source will have many competing projects seeking funding, it remains a readily accessible supply to draw monies for partial or full support of costs.

PLAN RECOMMENDATION: The County should use this funding source as the principal method for financing the Plan. As the County would have greater influence over the monies, it would afford a considerable degree of security in the implementation process. As a secondary consideration, the Plan could include as part of its financing a separate component to address Plan improvements versus constituency projects with a percentage set aside for each.

Dedicated Tax

In its simplest form, the concept is to set aside a portion of tax revenue monies for highway development. Two straightforward methods are available this task. The first is a county-wide millage which would go into a capital road fund. This would be a very desirable method as it would be a continuing source from which to make road improvements. In conjunction with C-Funds, this account could finance projects with a minimum about of legislative effort as these powers are already given to the County.

A second method seen as a possibility is a set aside from the local option sales tax. The sales tax is set as follows. The law requires two separate funds be established: a property tax credit fund and county/municipal revenue fund. The first year of the tax, 63% of the amount collected goes to the property tax credit, and 37% is sent to the city/county revenue fund. These percentages change annually until a threshold ratio of 71% property tax credit and 29% revenue is reached. Of the monies collected for the revenue fund, the County must distribute it to local governments as follows: 50% based on sales location and 50% based on population.

The County could set aside a dedicated percentage of its collected revenue funds for the purpose of road development and construction. These monies would be held in a separate fund which could be used as a sole source or supplement for road

construction. The fund would also have the advantage of a reoccurring source of money for long term capital planning and financing.

PLAN RECOMMENDATION: Although this method has many attractive features, it remains doubtful that it could be carried forward under the current conditions. As this would be a new tax, public support would be limited, and subsequently greeted at County Council with marginal enthusiasm. This method would be a worthy supplemental revenue mechanism under better economic times. Until economic conditions change, no effort is recommended for this path.

Impact Fees

In South Carolina, the legal basis for impact fees is in the Home Rule and land use enactments of the state code. Impact fees are within the scope of local governments to develop where there are adequate administrative resources. In South Carolina, a municipal impact fee ordinance was developed and promulgated in the Town of Mount Pleasant, to ensure capital facilities are developed in phase with the Town's master plan.

Impact fees can be used for large scale facilities such as roads, sewage treatment plants, police, sanitation or fire service facilities, provided a connection can be made between those who pay for the improvement and subsequently receive the benefit. In the case of road development, the assessment of a road impact fee would have to be done with the fee related to the benefit of the immediate area and not the road network county-wide. Otherwise, it would not meet the legal tests for fairness.

PLAN RECOMMENDATION: As a secondary source of funding this method offers many positive aspects. First, it assesses the development responsible for generating the additional traffic, establishing a direct link between public costs and private benefit. Second is this method has been recognized as legal as applied by example in Mount Pleasant. Third is the ability to generate revenue for improvements concurrent with increased traffic from the new development. A disadvantage to this method is the increase in staffing required for administering the program. Another common argument is additional costs passed to home buyers through which developers would absorb the assessment. It is important to note that although a county-wide benefit would be gained, the principal benefit is granted to the local development who should pay some cost for area improvements resulting from their use of the roads.

The Plan recommends exploring this method more fully before proceeding but holds that this would be the logical path to take for financing new road improvements.

Exactions

Traditional subdivision regulations in SC can be designed to provide for exactions (private funding by dedication or improvement for public facilities which serve new development) under the public welfare provisions, and in conformance with the "official map" which establishes street, highway or utility rights-of-way, existing or planned.

Exactions are local in nature providing for such items as streets, sidewalks and street lights, and other site related improvements or access improvements such as turn lanes or traffic signals.

PLAN RECOMMENDATION: Exactions are commonly used in other parts of the country but have had limited use in Richland County. Historically, developers had reserved rights-of-way for roads which has been the most active form of exaction. Yet this practice fails to carry forward the full cost of improvements. Related to impact fee, an exaction accomplishes the same effect, except that the assessment, monies or land, must be on-site and not off-site. This precludes improvements to the system that is not a part of the project. This limitation reduces the effectiveness of this method as most improvements will not likely be directly on-site. Yet, it should be utilized where appropriate, particularly on large single tract developments.

Special Assessment Districts

Special assessment districts (SAD) are another method of privately financing local improvements. Their use for highway financing has not been applied in most states in recent decades. The major limitation is that SADs can be used only to financing facilities that provides local benefits within the district.

The typical use of SADs has been to allow developers to access tax exempt funds to finance facilities as required under exactions or development agreements. A few western states have used SADs independent of development agreements and have broadened their use for extensive financing of road projects.

PLAN RECOMMENDATION: This method may offer some opportunity for the County since the areas requiring immediate attention would fall within the limitations on linking the assessment with benefactors. Discrete areas such as the northwest or northeast portions of the County could be used as a district for assessment purposes, permitting a ready solution to construction of improvements in those areas. The concern in using this method is its application to the remainder of the County. The others portions of the County and their needed improvements spillover any reasoned boundaries for purposes of the reaching the legal tests. Yet, this method should be examined in connection with the impact fees because they could be combined in some manner to meet the "rational nexus" test of the law and satisfy the equity issue in the assessment. Further examination is certainly warranted.

Tax Increment Financing

The concept is relatively straight forward. A jurisdiction may capture, all or a portion of the increased tax revenue from private investment (new development), which would result from some public investment as in this case a road. To illustrate, this hypothetical is offered:

A road is proposed by the Plan which would connect two areas currently experiencing high growth. The concept would be to define an area where new growth is imminent

and would be taxed to pay for the construction of the road which the new growth would be the direct beneficiary of the public improvement.

Financing through this method is complex but can be useful if the public improvement can be shown to directly benefit a discrete area and where growth is expected immediately. The City of Columbia successfully used this method to finance open space improvements in the Congaree Vista.

PLAN RECOMMENDATION: This method is certainly the most innovative of all the methods but requires considerable coordination among many departments, along with imminent construction of development within the target area. Its application would be best suited where a large industrial complex or industry would serve as the anchor and attract more development, permitting the creation of a larger target area for taxing purposes. It is recommended this be used only in unique situations where conditions permit its proper application.

SUMMARY CONCLUSIONS: For financing the Plan, some dedicated source is vital. Currently the most promising is the C-Fund account. The Plan envisions some percentage set aside for plan improvements where the remainder would be at the recommending body (County Council or Legislative Delegation) discretion. A secondary source is needed to supplement these funds and the Plan recommends exploring either an impact fee or some other county-wide dedicated assessment or tax. Although the remaining methods are useful, they are typically for unique situations and should be applied accordingly. A separate conclusion from this is the need for some relief of the County's general fund for resurfacing in the form of a maintenance fee as promulgated in Horry County. This should be explored more fully.

RECEIVED

OCT 12 1993

PLANNING