



TRANSPORTATION AD HOC COMMITTEE

November 17, 2015
3:30 PM
Admin Conference Room

1. **Call to Order**
2. **Preliminary Concept Reports [For information]**
3. **Atlas Road Widening Project: Executive Summary with proposed typical section [Action - Page 2, 5-9]**
4. **Bluff Road Widening Project: Executive Summary with proposed typical section [Action - Page 3, 10-14]**
5. **Clemson Road Widening Project: Executive Summary with proposed typical section [Action - Page 3, 15-19]**
6. **Shop Road Extension Phase I Project [Status - Page 4]**
7. **Other Business**
8. **Adjournment**

Committee Members

Paul Livingston, Chair
District Four

Bill Malinowski
District One

Jim Manning
District Eight

Kelvin E. Washington, Sr.
District Ten

Norman Jackson
District Eleven



2. Preliminary Concept Reports

Discussion Points:

Included in your agenda are Preliminary Concept Reports for the Clemson Road and Sparkleberry Lane Intersection Improvement Project and the Gills Creek Greenway Section A Project. Similar to previous preliminary concept reports, staff is providing them for information with no action necessary at this time. These concept reports are intended to guide project development and produce alternates for planned public information meetings. The Clemson Road and Sparkleberry Lane Intersection Improvement public involvement meeting is scheduled for the first week of December, and the Gills Creek Greenway Section A public involvement meeting will be targeted for late January or early February of 2016. The intent of these public involvement meetings will be to receive public comments and bring back a recommendation of final typical sections for approval prior to moving into full design of these projects.

Questions to be answered:

No action is necessary for this item

3. Atlas Road Widening Project: Executive Summary with proposed typical section

Discussion Point:

Included in your agenda is the executive summary with recommended typical sections for the Atlas Road Widening Project. The recommendation to choose the alternate 1 typical sections are as a result of both public comments received from the public information meeting held October 1st at the A.C. Jackson Wellness Center, and engineering judgement. Staff requests a committee recommendation to approve these typical sections prior to moving into further design of the project. The proposed typical section is illustrated in exhibit C of the executive summary.

Questions to be answered:

Does the committee recommend approval of the alternate 1 typical sections illustrated in Exhibit C of the executive summary?



4. Bluff Road Widening Project: Executive Summary with proposed typical section

Discussion Point:

Included in your agenda is the executive summary with recommended typical sections for the Bluff Road Widening Project. The recommendation to choose the proposed alternate for phase 1 and a variation of alternate 1 typical section for phase 2 is as a result of public comments received from the public information meeting held August 27th at the Olympia Learning Center, coordination with the City, coordination with USC, and engineering judgement. Staff requests a committee recommendation to approve these typical sections prior to moving into further design of the project. The proposed typical section is illustrated in exhibit C of the executive summary.

Questions to be answered:

Does the committee recommend approval of the typical sections illustrated in Exhibit C of the executive summary?

5. Clemson Road Widening Project: Executive Summary with proposed typical section

Discussion Point:

Included in your agenda is the executive summary with a recommended typical section for the Clemson Road Widening Project. The recommendation to choose the alternate 1 typical section is as a result of both public comments received from the public information meeting held September 28th at the W.R. Rogers Adult Education Center, and engineering judgement. Staff requests a committee recommendation to approve this typical section prior to moving into further design of the project. The proposed typical section is illustrated in exhibit C of the executive summary.

Questions to be answered:

Does the committee recommend approval of the typical section illustrated in exhibit C of the executive summary?



6. Shop Road Extension Phase I Project

Discussion Point:

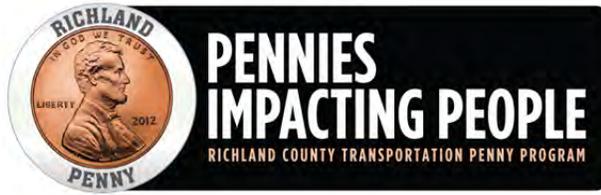
As most know, the intent of phase I of Shop Road Extension is to provide access to a proposed county industrial park. The project is currently in the right of way acquisition phase. There has also been major progress made in DHEC permit acquisition, US Army Corps of Engineers permit acquisition, Mill Creek Mitigation Bank approval by US Army Corps of Engineers, and construction plan approvals from SCDOT. The hope is to advertise this project within the next 90 days if SCDOT approves the construction plans. The intent during project development has been to have SCDOT accept this new road into their maintenance post construction. If this is done the county may have to accept some SCDOT secondary roads into our maintenance system to keep the existing mileage unchanged. At this point it would be prudent to gauge the committee's stance on this. Another alternative would be to keep phase I in the county system of maintained roads since our industrial park will be the primary tenant along the route. This section is being designed with a high strength concrete pavement with a life cycle in excess of 40 years which greatly exceeds the life cycle of an asphalt SCDOT secondary road.

Questions to be answered:

Does the committee have a preference of long term maintenance of Shop Road Extension Phase I?

7. Other Business

Discussion Point:



EXECUTIVE SUMMARY

Date: 10/29/15

To: Rob Perry, PE
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Atlas Road Widening Draft Concept Report and Public Meeting Summary with Recommendations

A Draft Concept Report was presented to the Richland County Transportation Ad Hoc committee on Tuesday, September 15, 2015. The report detailed the proposed project limits as can be seen in Exhibit A. Included in the report were three alternate typical sections for the project. Refer to Exhibit B to view the typical sections included in the Draft Concept Report.

The Richland Penny Program held a Public Meeting for the Atlas Road Widening project on Thursday, October 1, 2015 from 6:00 to 7:30 p.m. at the A. C. Jackson Wellness Center, 2508 Atlas Road. The meeting was conducted with an informal, open house format with project displays and Richland Penny Program representatives on hand to answer questions. Upon entering the meeting, individuals were provided a handout and a comment card. After reviewing the project displays, the attendees were encouraged to provide comments on the project as well as select their preference for the typical section. There were 60 people in attendance for the meeting.

The project displays provided aerial plan layouts and typical sections of the proposed project and alternates. Three alternate typical sections were presented for the project. All alternates include widening Atlas Road to a three-lane section from Bluff Road to Shop Road and to a five-lane section from Shop Road to Garners Ferry Road. The proposed bicycle and pedestrian accommodations vary for the three alternates. Alternate 1 includes a bike lane along the travel lane and a sidewalk adjacent to the curb and gutter on both sides of the roadway. Alternate 2 includes an eight-foot, one directional shared-use path adjacent to the curb and gutter. Alternate 3 includes a bi-directional shared-use path on one side of the roadway with a grass buffer between the curb and gutter and shared-use path.

A total of 79 comments/emails were received. Several comments included requests for improved drainage, undergrounding of utilities, adding lighting and trees, and adding a stop sign/traffic light at Richard Street. As mentioned above, attendees were encouraged to select an alternate for the project. A summary of the 51 comment cards indicating a preferred alternate is as follows: Alternate 1 – 15, Alternate 2 – 32, and Alternate 3 – 4.

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

Recommendations

Based on the comments and input received at the public meeting as well as consideration of safety and project impacts, the Alternate 1 typical section is recommended for the Atlas Road Widening project. The typical section will include a bike lane and sidewalk on each side of the roadway. Refer to Exhibit C for the recommended typical section. Minor modifications to the recommended typical section may be incorporated during the final design process to minimize impacts. Other comments such as undergrounding utilities, adding lighting, and adding a stop sign/traffic light will be considered as the design is progressed.



Exhibit A – Atlas Road Widening Project Limits

- Legend**
- SUP - Shared-Use Path
 - SW - Sidewalk
 - BL - Bike lane



Exhibit B - Atlas Road Widening Typical Sections
 (Presented in Draft Concept Report and at Public Meeting)

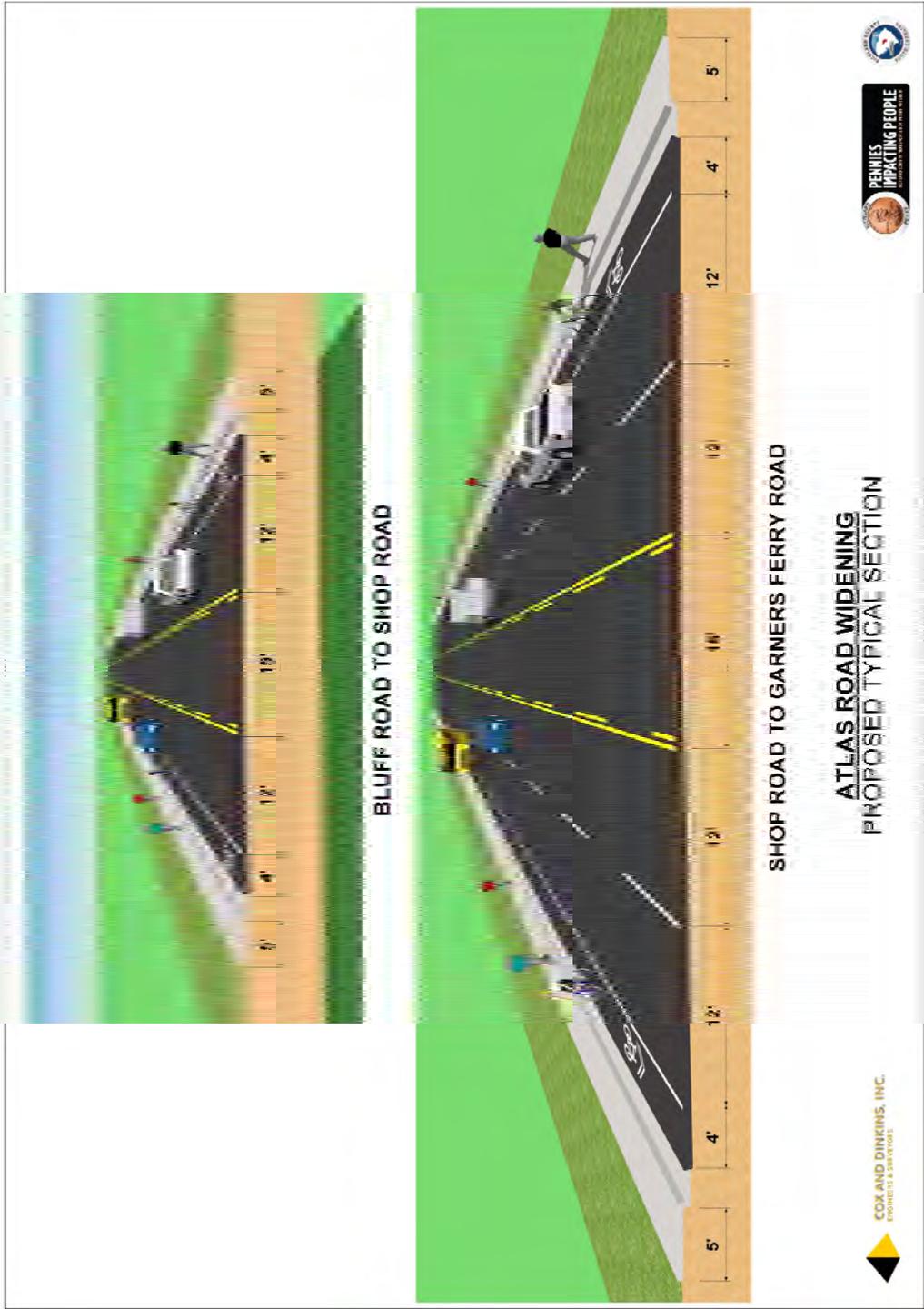
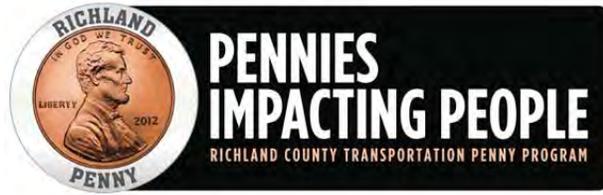


Exhibit C – Atlas Road Widening Recommended Typical Section



EXECUTIVE SUMMARY

Date: 10/29/15

To: Rob Perry, PE
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Bluff Road Widening Draft Concept Report and Public Meeting Summary with Recommendations

A Draft Concept Report was presented to the Richland County Transportation Ad Hoc committee on Wednesday, July 15, 2015. The report detailed the proposed project limits as can be seen in Exhibit A. Included in the report were a proposed typical section for Phase 1 and four alternate typical sections for Phase 2. Refer to Exhibit B to view the typical sections included in the Draft Concept Report.

The Richland Penny Program held a public meeting for the Bluff Road Widening project on Thursday, August 27, 2015 from 6:00 to 7:30 p.m. at Olympia Learning Center located at 621 Bluff Road. The meeting was conducted with an informal, open house format with project displays and Richland Penny Program representatives on hand to answer questions. Upon entering the meeting, individuals were provided a handout and a comment card. After reviewing the project displays, the attendees were encouraged to provide comments on both phases of the project as well as select an alternate for Phase 2. There were 58 people in attendance for the meeting.

The project displays provided aerial plan layouts and typical sections of the proposed project phases and alternates as presented in the Draft Concept Report. The proposed typical section was presented for Phase 1 and four alternate typical sections were presented for Phase 2. Both phases include widening Bluff Road to a five-lane section, two travel lanes in each direction and a center two-way left turn lane. The proposed bicycle and pedestrian accommodations for Phase 1 consists of a ten-foot shared-use path along the SC State Fair property and an eight-foot sidewalk along the opposite side of Bluff Road. The proposed bicycle and pedestrian accommodations vary for the four alternates for Phase 2. Alternate 1 includes a ten-foot shared-use path along each side of the roadway accommodating both bicyclist and pedestrians. Alternates 2 through 4 include bike lanes adjacent to the travel lanes on both sides of the roadway and varied width sidewalks for pedestrians.

A total of 83 comment cards/emails were received. Several comments included requests for undergrounding utilities, adding trees and lighting, adding cross-walks, adding/increasing buffers between vehicles and pedestrians, and decreasing turning radii. As mentioned above, attendees were encouraged to select an alternate for Phase 2. A summary of the 34 comment cards indicating a preferred alternate for Phase 2 is as follows: Alternate 1- 6, Alternate 2 – 4, Alternate 3 – 0, and Alternate 4 – 24 (23 from The Spur).

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

Recommendations

Based on the comments and input received at the public meeting, consideration of safety and project impacts, and discussion with project stakeholders, it is recommended to proceed with the proposed typical section for Phase 1 and a variation of the Alternate 1 typical section for Phase 2. The proposed typical sections for Phase 1 and Phase 2 are shown in Exhibit C. The proposed typical section for Phase 1 will include a shared-use path adjacent to the SC State Fair property and a sidewalk on the opposite side of Bluff Road. The proposed typical section for Phase 2 will include a shared-use path on both sides of the roadway. Minor modifications to the recommended typical sections may be incorporated during the final design process to minimize impacts. Other comments such as undergrounding utilities, adding lighting and adding buffers will be taken into consideration as the design is progressed.

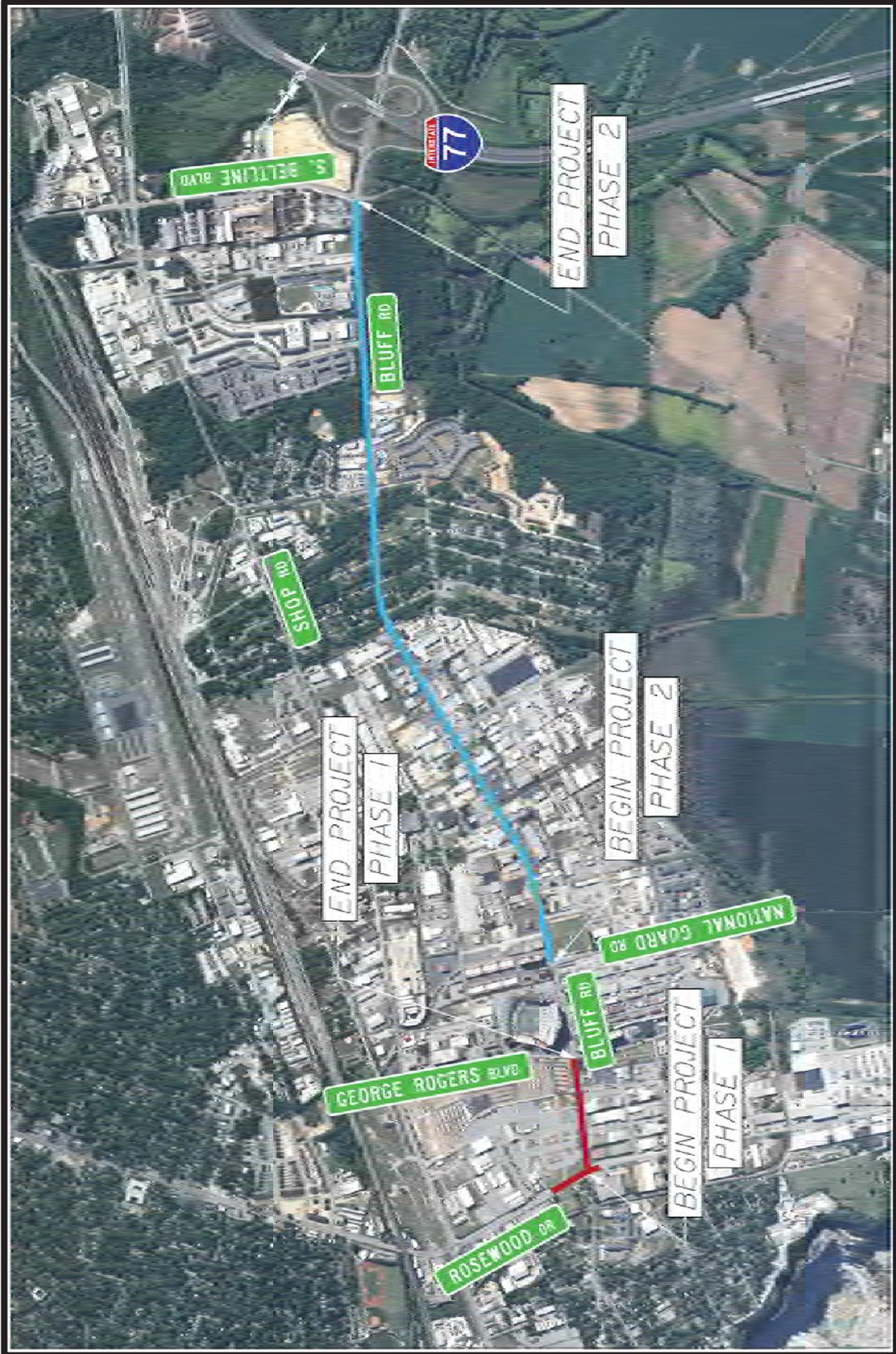
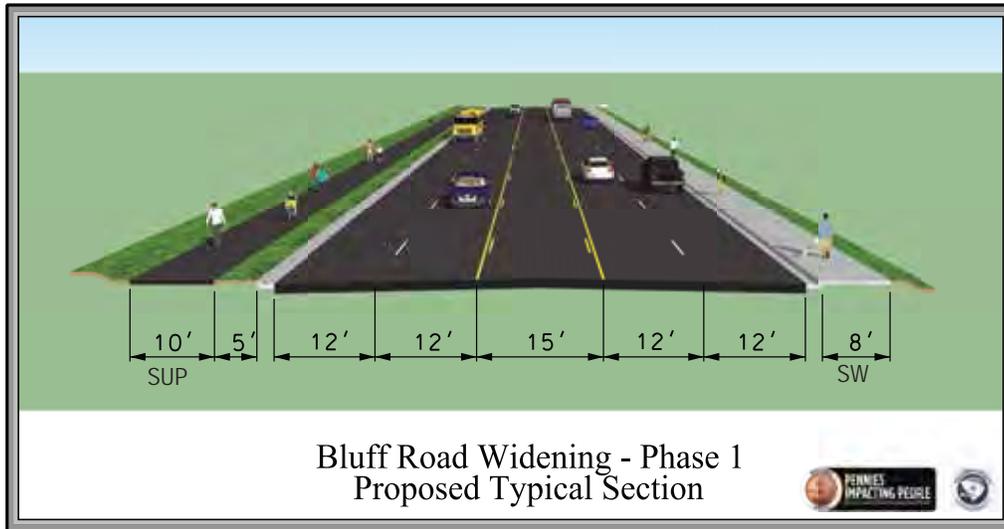


Exhibit A – Bluff Road Widening Project Limits

Legend
 SUP - Shared-Use Path
 SW - Sidewalk
 BL - Bike lane

BLUFF ROAD WIDENING - PHASE 1



BLUFF ROAD WIDENING - PHASE 2 Bicycle and Pedestrian Alternates

*road width will remain the same for all alternates

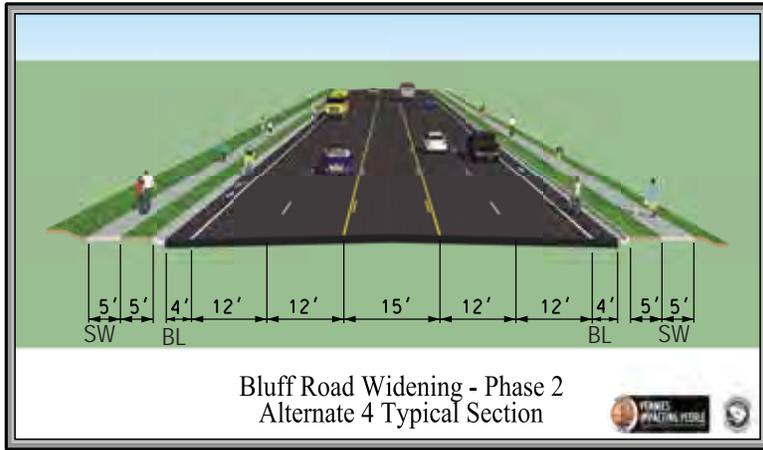
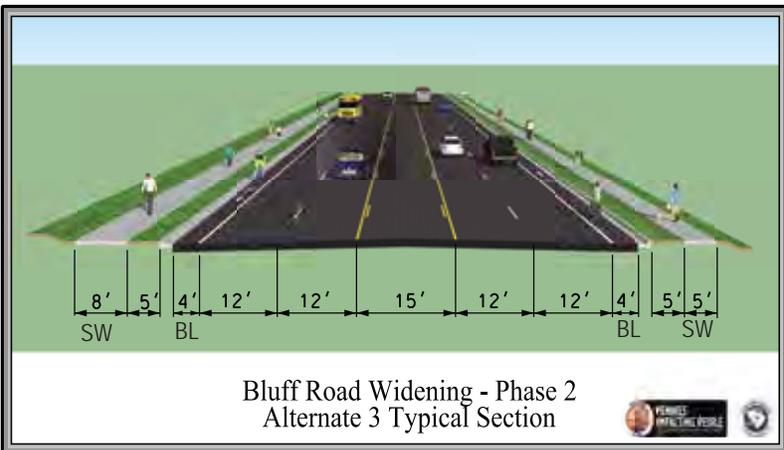
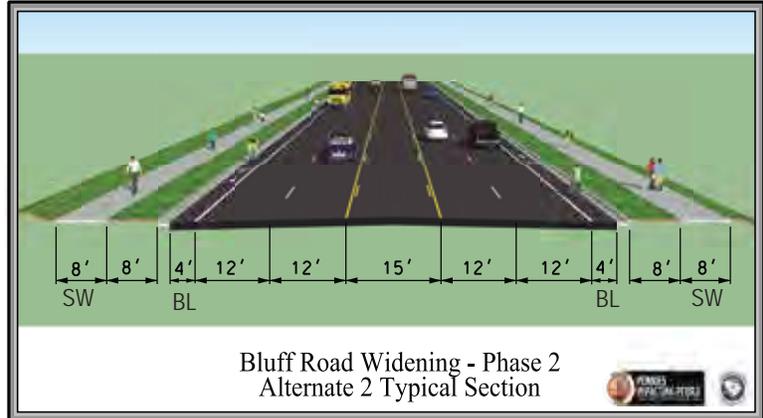
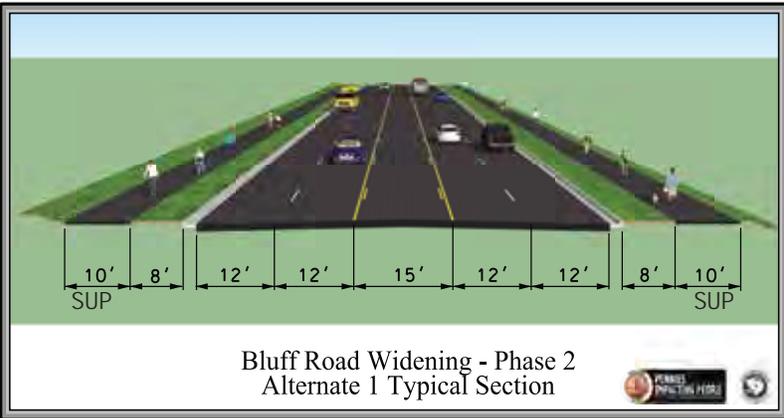


Exhibit B - Bluff Road Widening Typical Sections
 (Presented in Draft Concept Report and at Public Meeting)

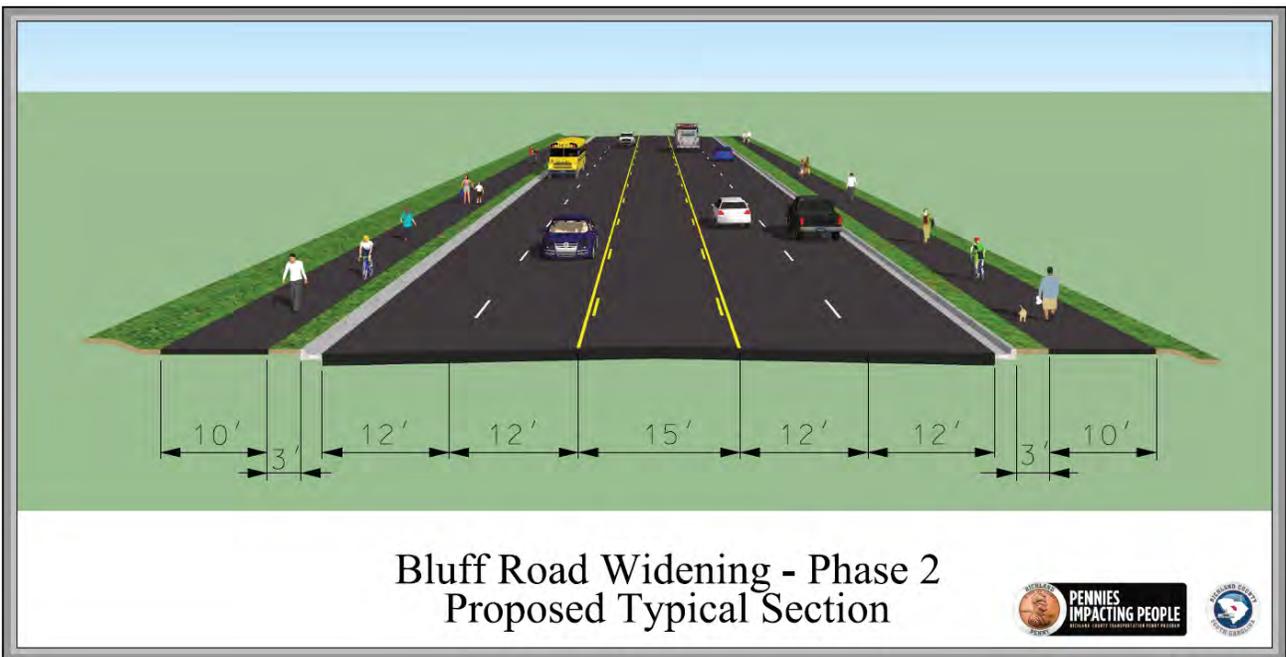
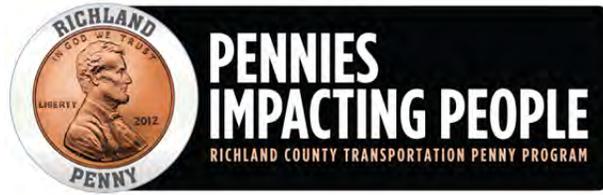


Exhibit C – Bluff Road Widening Recommended Typical Sections



EXECUTIVE SUMMARY

Date: 10/29/15

To: Rob Perry, PE
Director of Transportation

From: David Beaty, PE
Program Manager

RE: Clemson Road Widening Draft Concept Report and Public Meeting Summary with Recommendations

A Draft Concept Report was presented to the Richland County Transportation Ad Hoc committee on Tuesday, September 15, 2015. The report detailed the proposed project limits as can be seen in Exhibit A. Included in the report were three alternate typical sections for the project. Refer to Exhibit B to view the typical sections included in the Draft Concept Report.

The Richland Penny Program held a Public Meeting for the Clemson Road Widening project on Monday, September 28, 2015 from 6:00 to 7:30 p.m. at the W. R. Rogers Center, 750 Old Clemson Road. The meeting was conducted with an informal, open house format with project displays and Richland Penny Program representatives on hand to answer questions. Upon entering the meeting, individuals were provided a handout and a comment card. After reviewing the project displays, the attendees were encouraged to provide comments on the project as well as select their preference for the typical section. There were 68 people in attendance for the meeting.

The project displays provided aerial plan layouts and typical sections of the proposed project and alternates as presented in the Draft Concept Report. Three alternate typical sections were presented for the project. All alternates include widening Clemson Road to a five-lane section, two lanes in each direction and a center two-way left turn lane. The project extends from Chimneyridge Drive to Old Clemson Road connecting existing five-lane sections. The proposed bicycle and pedestrian accommodations vary for the three alternates. Alternate 1 includes a 10-foot shared-use on each side of the roadway separated from the curb and gutter by a grass buffer. Alternate 2 includes a bike lane and sidewalk on each side of the roadway with the sidewalk separated from the curb and gutter by a grass buffer. Alternate 3 includes a bike lane and sidewalk on each side of the roadway with the sidewalk adjacent to the curb and gutter with no grass buffer.

A total of 48 comments/emails were received. Several comments included requests for undergrounding of utilities, adding lighting and trees, and adding a traffic light at Prina Lane. As mentioned above, attendees were encouraged to select an alternate for the project. A summary of the 33 comment cards indicating a preferred alternate is as follows: Alternate 1 – 24, Alternate 2 – 8, and Alternate 3 – 1.

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

Recommendations

Based on the comments and input received at the public meeting as well as consideration of safety and project impacts, the Alternate 1 typical section is recommended for the Clemson Road Widening project. The typical section will include a shared-use path on each side of the roadway. Refer to Exhibit C for the recommended typical section. Minor modifications to the recommended typical section may be incorporated during the final design process to minimize impacts. Other comments such as undergrounding utilities, adding lighting and trees, and adding a traffic light will be considered as the design is progressed.



Exhibit A – Clemson Road Widening Project Limits

Legend
SUP - Shared-Use Path
SW - Sidewalk
BL - Bike lane

CLEMSON ROAD WIDENING

Bicycle and Pedestrian Alternates

*road width will remain the same for all alternates

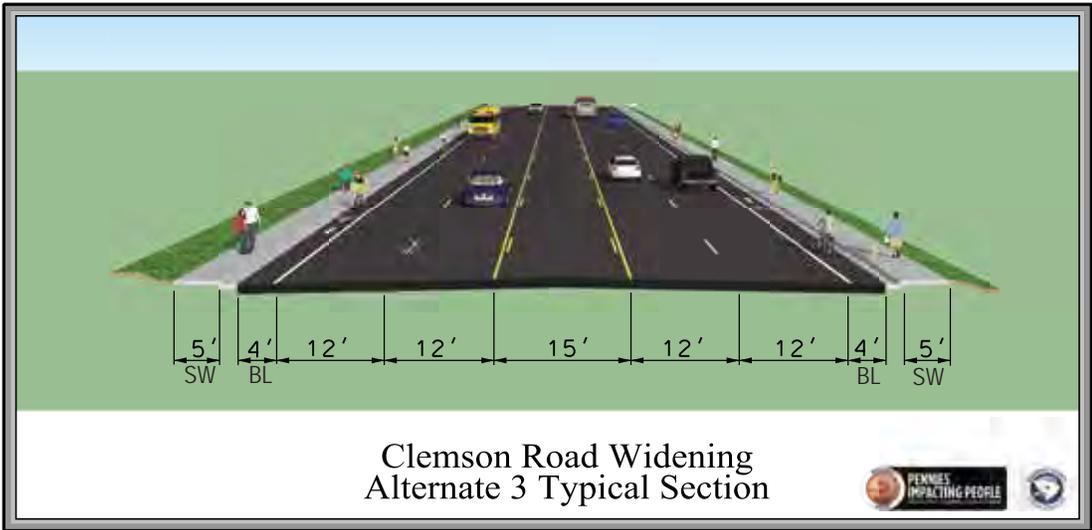
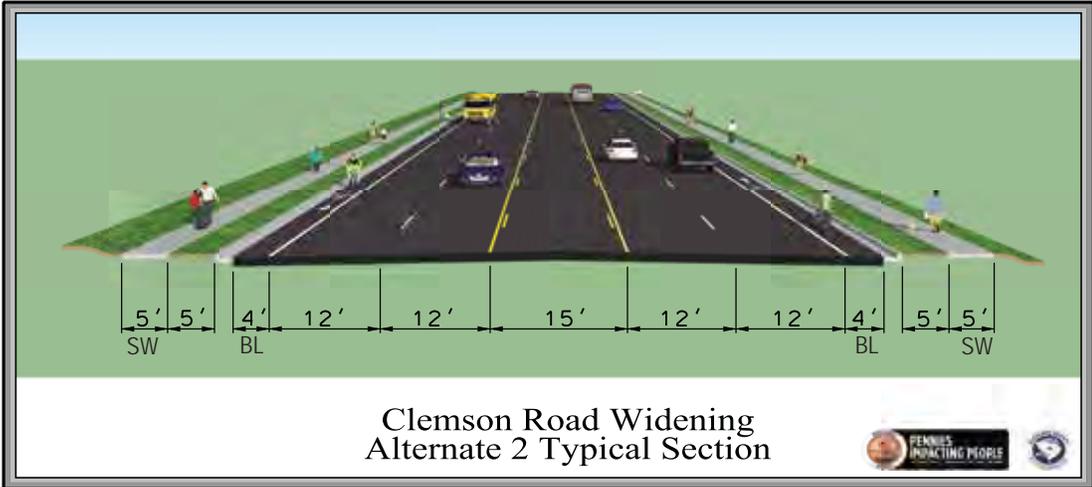
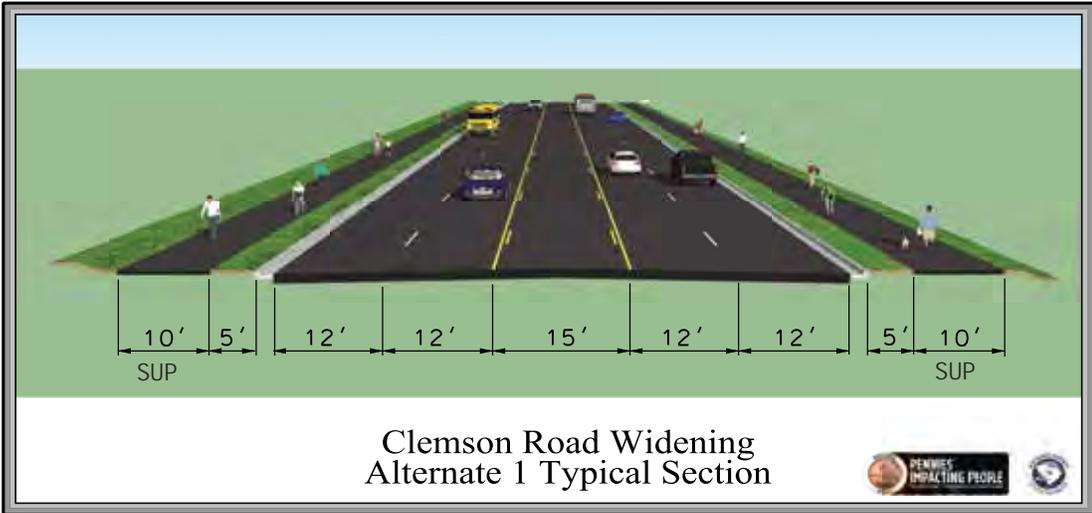


Exhibit B - Clemson Road Widening Typical Sections
 (Presented in Draft Concept Report and at Public Meeting)



Exhibit C – Clemson Road Widening Recommended Typical Section