

AGENDA
GPATS POLICY COORDINATING COMMITTEE
January 28, 2013
Conference Room A - Greenville County Square
10:00 a.m.

- | | | |
|----------------|--|---|
| | 1. CALL TO ORDER | <i>Vice-Chairman
Senator Larry Martin</i> |
| action: | 2. APPROVAL OF THE SEPTEMBER 17, 2012 MINUTES | Attachment 1 |
| action: | 3. ELECTION OF OFFICERS | Attachment 2
<i>Vice-Chairman
Senator Larry Martin</i> |
| action: | 4. TIP AMENDMENT – GTA 5307 ANNUAL APPORTIONMENT | Attachment 3
<i>Greg Baney
Greenlink Planning & Grants Manager</i> |
| action: | 5. TIP AMENDMENT – GTA 5316/5317 JARC/NEW FREEDOM | Attachment 4
<i>Greg Baney
Greenlink Planning & Grants Manager</i> |
| | 6. FY 2014-2019 TIP UPDATED SCHEDULE | Attachment 5
<i>Keith Brockington, AICP
GPATS Transportation Planner</i> |
| | 7. GPATS/SCDOT PROJECT UPDATES | Attachment 6
<i>Tommy Elrod, PE
SCDOT Project Manager</i> |
| | 8. BATESVILLE ROAD PROJECT ROUNDABOUT | Attachment 7
<i>Gaye Sprague
Sprague & Sprague Traffic Consultants</i> |
| | 9. GPATS REORGANIZATION SUB-COMMITTEE UPDATE | Attachment 8
<i>Keith Brockington, AICP
GPATS Transportation Planner</i> |
| | 10. REQUEST FOR ENDORSEMENT – TRI-COUNTY MPO | Attachment 9
<i>J.C. Cook
Mayor, City of Clemson</i> |
| | 11. PUBLIC COMMENT | |
| | 12. OLD BUSINESS | |
| | 13. NEW BUSINESS | |
| | 14. ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
September 17, 2012
Conference Room A – County Square
10:00 a.m.

MEMBERS PRESENT: Senator Thomas, Chairman, Senator Martin, Senator Verdin, Representative Loftis, Greenville Council Chair Kirven, Councilor Norris, Councilor Payne, Councilor Meadows; Mayor Long; Mayor Raines, Mayor Owens, Mayor Eichor, Mayor Sheriff, Commissioner Edwards, J. Owings, C. Burgess and D. Mitchell

OTHERS PRESENT: K. Brockington, T. Wedmore; H. Hahn; P. Gucker, J. Wortkoetter, H. Gamble, K. Walters, T. Elrod, S. Gwinn, J. Chasteen, C. Bentley F. Simmons and G. Baney, and C. Brink

The Chair called the meeting to order at 10:00 a.m.

While waiting for other members of the Committee, Chairman Thomas allowed for public comments.

Ms. Joel Ann Chandler addressed the Committee members regarding the vote taken at the August 13, 2012 concerning her property.

APPROVAL OF THE AUGUST 13, 2012 MINUTES

MOTION: By Senator Martin, to approve the minutes of the August 13, 2012 regular meeting. The motion carried unanimously.

SOUTHERN CONNECTOR GROUP INFORMATION PRESENTATION

Tim Brett and Bill Carpenter addressed the Committee members with a brief history of the Southern Connector and the current service it provides to the citizens of Greenville County. Mr. Brett touched on the growth within the county and what the projected growth might be. He requested the Committee look at an alternate route for I-85. It could be an extension of the southern connector running parallel to I-85 and would be beneficial to economic development. Mr. Brett asked the Committee to consider doing a Corridor Study to define an alternate route and determine the cost of the route. In addition, he requested the Committee look at the entrance to the Greenville Hospital System.

Chairman Thomas moved item number 5 forward on the agenda.

2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Keith Brockington addressed the committee members on the 2035 Long-Range Transportation Plan Update. He stated once the final MPO boundaries are set by SCDOT/FHWA in Spring 2013, staff will be in a better position to begin a new update of the LRTP to include the new areas, and any additional changes that may be required. Mr. Brockington is requesting approval of the project list which was in the agenda packet received by the Committee members.

Representative Loftis requested adding Highway 290 to Greer to the list.

MOTION: By Council Chair Kirven, seconded by Council member Payne to approve the project list. The motion carried unanimously.

CENSUS 2010 URBAN AREA EXPANSION UPDATE

Keith Brockington addressed the Committee members regarding the urban area expansion. He stated since submitting both boundaries, no word has been heard from SCDOT/FHWA. Mr. Brockington stated letters had been sent to Governor Haley and the secretary of SCDOT from Pickens County stating their opposition to the additional MPO. Currently it is anticipated that the GPATS boundaries will be formally expanded in January 2013, with new jurisdictions seating their members in March. Mr. Brockington requested the Committee appoint a sub-committee to address any changes in the By-Laws, changes to membership make-up and formal endorsements of expansion by affected jurisdictions.

Chairman Thomas suggested any Committee member interested in being on the sub-committee, contact John Owings.

GUIDESHARE FUNDING CHANGES

John Owings addressed the Committee members on the changes in the Guideshare Funding. He explained the overall MPO and COG Guideshare funds have been reduced by 7 per cent. In addition, each MPO and COG are required to devote 20 per cent of its Guideshare funding to repaving projects and redirect 50 percent of the funding category formerly known as Transportation Enhancements (now Transportation Alternatives) back into the general state transportation fund. Mr. Owings stated the changes would be in effect in 2014 and explained to the Committee how the changes would affect the GPATS project funding.

GPATS/SCDOT PROJECT UPDATES

Tommy Elrod stated he would be available after the meeting if there were any questions regarding the project update that was included in the agenda packets.

PUBLIC COMMENT

There were no additional public comments.

OLD/NEW BUSINESS

County Council Chairman Kirven inquired about the process to move along the request to do a Corridor Study as was requested by Mr. Brett.

Chairman Thomas stated at the next Committee meeting, there will be a presentation by Michael Dennis with the SCDOT.

County Councilor Norris requested the Hampton Avenue Bridge not be forgotten and since the last Committee meeting further information has been gathered regarding a pedestrian bridge. She requested the item be left open.

Chairman Thomas stated the item was pending and will be an open item.

Senator Martin recognized Senator Thomas for his many years of service to GRATS, now GPATS. He wished the Senator well and thanked him for all he has done for the upstate.

ADJOURNMENT

There being no further business, without objection, Chairman Thomas adjourned the meeting at 11:05 a.m.



Submitted by Recording Secretary



Greenville County Planning Department

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Attachment 2

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: January 28th, 2013

SUBJECT: GPATS Policy Committee Election of Officers

The term of former GPATS Chair Sen. David Thomas expired Dec. 31st, 2012. As Vice Chair, Sen. Larry Martin may lead the election of a Chair and Vice Chair for Policy Coordinating Committee at the Jan. 28th meeting.

According to the GPATS Policy Coordinating Committee Bylaws:

ARTICLE III – OFFICERS

3.1 Chair

*The Chair of the Committee shall be elected from the voting membership. The Chair shall preside at all meetings of the Committee. Except as otherwise authorized by the Committee, the Chair shall sign all correspondence and other instruments made by the Committee. At each meeting the **Chair** shall submit such recommendations and information as he may consider proper concerning the business affairs and policies of the Committee.*

3.2 Vice Chair

The Vice Chair shall be elected from the voting membership and shall perform the duties of the Chair in the absence of or incapacity of the Chair.

3.3 Secretary

The Director of the Greenville County Planning Commission shall serve as the Secretary of the Committee and, as such, shall have general supervision over the administration of the Committee's business and affairs, subject to the direction of the Committee. The Secretary will be responsible for seeing

that each Committee member receives copies of all correspondence received by and transmitted from the Committee and other local government agencies involved with the GPATS program. (continued)

The secretary shall also assure compliance with the SC Freedom of Information (FOI) Act and all other applicable federal, state, and local laws pertaining to the activities of the committee.

3.4 Term of Office

The officers of the Committee shall serve two-year terms or until a successor has been elected. Elections of officers shall be held at the first meeting of the calendar year.



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Attachment 3

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: January 28th, 2013

SUBJECT: Greenville Transit Authority FTA Section 5307 TIP amendment

The Greenville Transit Authority/Greenlink is seeking approval of its remaining FY 2012 FTA 5307 annual apportionment in the amount of \$879,221, as well as the FY 2011 apportionment in the amount of \$2,123,657. These funds allow GTA to provide fixed route and demand response service throughout Greenville County by covering capital replacement, vehicle maintenance, and non-vehicle maintenance.

Greg Baney, Planning and Grants Manager for Greenlink, will be able to answer any questions.

Action: Policy Committee is asked to approve that the above apportionments be included as amendments to the GPATS TIP and State STIP.



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Attachment 4

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: January 28th, 2013

SUBJECT: Greenville Transit Authority JARC/New Freedom TIP amendment

The Greenville Transit Authority/Greenlink is seeking approval of its FY 2011/2012 Section 5316 and 5317 totals in the amount of \$369,413 and \$242,833, respectively. Section 5316 and 5317 funds represent the Jobs Access and Reverse Commute (JARC) and New Freedom programs. The JARC grant program is intended to fund the development and maintenance of transportation services designed to transport low income individuals to and from jobs and activities related to their employment. The New Freedom grant program provides improved public transportation services and alternatives to public transportation for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA).

Greg Baney, Planning and Grants Manager for Greenlink, will be able to answer any questions.

Action: Policy Committee is asked to approve that the above apportionments be included as amendments to the GPATS TIP and State STIP.



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Attachment 5

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: January 28th, 2013

SUBJECT: FY 2014-2019 Transportation Improvement Program Update Schedule

The Policy Committee is required to adopt a new Transportation Improvement Program (TIP) on a bi-annual basis. In June of 2013, the Policy Committee will be presented with a final TIP for Fiscal Years 2014 through 2019.

In March, the Policy Committee will be presented with a DRAFT TIP for consideration and discussion. Staff and the Study Team will be working behind the scenes to finalize the TIP well ahead of the June adoption.

Several items of note with regard to this update process:

- The Guideshare Funding will decrease in FY 2014 from \$15.910 million per year to \$14.835 million. The Guideshare for FY 2015 and onward is still unknown, but will be determined by SCDOT before the TIP is drafted.
- This TIP update will not include projects from areas into which GPATS will be expanding in March. GPATS will be conducting an LRTP update this summer, and projects from new areas will be amended into the TIP once that process is complete this Fall.
- The SCDOT Commission has mandated that 20% of the Guideshare funding (\$2.967 million in FY2014) shall be put towards resurfacing projects. There may be some flexibility as to where this money can be spent, possibly to include some aspects of intersection projects; details on this program will be forthcoming. To this end, Resurfacing projects will be added to the new TIP this spring as a separate category, and the TIP will be listing all SCDOT Resurfacing projects within GPATS: those done with Guideshare funds and those done with standard SCDOT Resurfacing funds.

- The Federal Highway Bill, MAP-21, has rebranded the Transportation Enhancements Program. Enhancements have been combined with the Safe Routes to School Program and the Recreational Trails Program into the Transportation Alternatives Program (TAP). Details on this program will be forthcoming from SCDOT, however it currently appears that GPATS will need to move from the allocation mechanism used in the Enhancement Program to a competitive application mechanism. Staff and the Study Team will work through some details of this change and will present them with the Draft TIP in March

The Update process will be ongoing throughout the spring, so please contact staff with any questions or concerns. This is being provided for informational purposes only at this time, and does not require any action.

GPATS Projects Status Report – January 14, 2013

Note on Cost Estimates: For projects not yet in construction, cost estimates are planning level estimates, typically based on recent similar projects. When the R/W phase begins, a more detailed and accurate R/W cost estimate is prepared. The final R/W cost isn't known until acquisitions are complete and any condemnations settled or tried in court. Concurrently with the R/W phase, R/W plans are provided to affected utility companies, determinations made about prior rights, and a utility relocation cost estimate becomes available for each affected utility. Once construction plans are complete, a detailed construction cost estimate is prepared and compared against the construction bids.

Interstate

I-385 Design-Build Widening: widen 5.5 miles from south of I-185/US 276 to south of Woodruff Road and repave an additional 1.5 miles to north of I-85 for a total project length of 7 miles; Lane Construction is the contractor at a total estimated cost of \$78 million (including \$36.9 million ARRA funds) and a duration of 745 days (October 2012 completion); final asphalt paving will occur spring 2013, once nighttime temperatures are warm enough

I-85/I-385 Interchange: design-build project to complete the 6-laning of I-385 from south of Woodruff Road to north of I-85; auxiliary lanes and additional ramp pavement on I-85 between Pelham Road and I-385, collector-distributor roads along I-385 and replacing loop ramps with directional ramps; this project will also replace the Roper Mountain Road bridge over I-85; design public hearing held 11/15/2012, with final environmental approval anticipated by February; Request for Qualifications (RFQ) for interested design-build teams anticipated for February 2013, with the Request for Proposals (RFP) issued mid-2013, and with contract execution by the end of 2013; construction is anticipated to occur 2014/15/16; estimated \$240 million budget to cover all PE, R/W, utility relocation and construction costs

I-85 Resurfacing: resurface northbound I-85 from near White Horse Road to near Laurens Road and southbound I-85 from near Laurens Road to near SC 14; opened bids Dec. 14, 2010; Rea Construction was low bidder at \$20,508,129; final asphalt paving will occur spring 2013, once nighttime temperatures are warm enough

ARRA

US 123 in Easley: raise US 123 about 10-ft. to match the grade of the new Prince Perry bridge; Eagle Construction was low bidder at \$4,708,356 for the SCDOT/ARRA project (Taylor & Murphy is the contractor for the remainder of the Town Center infrastructure work); work began 12/21/09 and the contract completion date was 9/30/10; the reconstructed intersection at US 123/Prince Perry Road and the new Prince Perry bridge opened to traffic August 27, 2010

Fairforest Way in Greenville: reconstruct Fairforest Way from Mauldin Road to Ridge Road; opened bids April 2010, with Morgan Corp. low bidder at \$6,045,832; construction began 8/23/10; landscaping installed February 2012 and final paving completed May 2012

Church Street in Greenville: reconstruct Church Street from Reedy River to Augusta Street, providing a four lane roadway with left turn lanes at major intersections and with curb, gutter, sidewalks, bike lanes and landscaping; SCDOT opened bids July 13, 2010 but low bid was 15% over estimate so project was re-bid in October; \$4,299,865.50 contract has been awarded to S&S Construction of Anderson, SC; work began February 2011 with a completion date of 06/30/12; SCDOT is providing up to \$5.1 million (federal + state match; no ARRA funds) for this project, with the City of Greenville responsible for any amount over \$5.1 million; curb/gutter/sidewalk completed late 2011; lighting, irrigation and landscaping completed spring 2012; final paving completed in June

SC 153 Widening Phase I in Anderson County: widen SC 153 to 3 lanes from the Saluda River/county line to Cooper Road; bids were opened January 2010 and Larry Green Grading was low bidder at \$539,990; work began 4/14/10 with substantial completion on 8/31/10

Total ARRA funds obligated within GPATS boundary is approx. \$52.6 million. This includes approx. \$36.9 million for the I-385 Design-Build widening project.

GPATS TIP

SC 101/290 N. Buncombe Road in Greer: widen to 5 lanes from Wade Hampton Blvd to SC 101/290 split; a design contract with Coleman-Snow in the amount of \$535,441 was executed 6/22/09; a public information meeting was held 7/22/10 at Greer City Hall; environmental document approved 12/5/2011; R/W acquisition process is underway, with construction scheduled to begin the second half of 2013

Batesville Road in Greenville County: widen 2.2 miles of Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from near SC 14 to Roper Mountain Road; includes new traffic signals at Pelham Falls, Anderson Ridge Road and Roper Mountain Road; executed a design contract 9/23/09 with Vaughn & Melton in the amount of \$630,420; a public information meeting was held November 9, 2010 at Oakview Elementary, with 310 attendees, with a large majority of the comments favoring relocating Batesville Road to the west side of Ebenezer UMC rather than widening the existing road through the cemetery and displacing 100 graves; contract modification in the amount of \$485,184 approved Aug. 2011 to cover relocation around church and new bridge over Rocky Creek, and more extensive environmental documentation; design public hearing anticipated for February 2013, with R/W acquisitions anticipated for mid-2013 through mid-2014; construction is scheduled to begin the second half of 2014 and take about 2 years to complete; \$1.75 million of safety funds are available to supplement guideshare funds on this project

SC 183/Alex Drive Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Alex Drive/Saluda View Rd.; environmental document completed October 2010; construction bids opened July 2012, with Thrift Development the low bidder at \$753,372.20; construction began October 2012, with a 7/31/13 completion date; \$1.5 million Appalachian COG funds available for this project

SC 183/Jim Hunt Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jim Hunt Road.; environmental document completed October 2010; R/W acquisitions are complete; construction funding is in FY 16; a crest vertical curve on SC 183 will have to be lowered about 3 feet (via a temporary detour lasting approximately 1 week) due to the crash history and to meet sight distance requirements

SC 183/Jameson Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jameson Road and relocate Old Dacusville Road; environmental document completed October 2010; R/W funding is in FY 14 with construction funding in FY 17

S-107 Butler Road in Mauldin: widen Butler road to 5 lanes with curb, gutter and sidewalks adjacent to Mauldin HS and improve the Bridges/Corn Roads intersection; environmental documentation and R/W plans are complete; right of way acquisition process is underway, with construction scheduled to begin summer 2013; landscaping and irrigation are included, using enhancement funds matched by the City of Mauldin

Roper Mountain Road in Greenville County: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; public information meeting held July 31, 2012; R/W acquisition process is underway with construction scheduled to begin early 2014

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; public information meeting held 10/20/11; R/W acquisition process is underway with construction scheduled to begin late 2013/early 2014

SC 153 Extension in Easley: extend SC 153 from US 123 to Saluda Dam Road, including a new bridge over the railroad; the environmental studies/document and R/W acquisitions extend to Saluda Dam Road but the initial construction project stops at Prince Perry Road; the design contract with CECS in the amount of \$2,233,408 was executed 8/25/10;

environmental studies are underway; public info meeting held 10/4/11; design public hearing anticipated for March/April 2013, with Phase I R/W acquisitions scheduled for mid-2013 through mid-2014, and with Phase I construction beginning fall 2014; Phase II R/W acquisitions are scheduled for 2014; Phase II construction funding is not currently included in the TIP; the current design contract with CECS will need to be increased by about \$1 million to cover the preparation of Phase II R/W and construction plans

Salter's Road in Greenville: widen Salter's Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85; a design contract with Transystems in the amount of \$1,146,998 was executed 6/24/10; a contract modification for \$219,910.49 was executed March 29, 2012 due to more extensive environmental studies and documentation than initially anticipated; public information meeting held 2/9/12; design public hearing is anticipated for March/April, with R/W acquisition process beginning mid-2013 (\$200,000 R/W budget is based on substantial R/W donations so the cost estimate will increase if donations prove not feasible); construction is scheduled to begin fall 2014, after the conclusion of the para-cycling world championships

SC 153 Widening Phase II: widen SC 153 to 3 lanes from Cooper Road to near I-85; environmental document approved 8/3/10 and R/W acquisitions are complete; bids opened May 2011 with S&S Construction low bidder at \$528,860, with a completion date of 7/15/12; project is complete

SC 183 @ SC 8 in Pickens: improve the intersections of Farrs Bridge Road/Jewel Street, Jewel Street/E. Jones Ave., and improve Jewel Street (SC 8) adjacent to the (former) Pickens HS in the City of Pickens; environmental document approved 7/29/10; R/W acquisition process began late 2010; construction bids were opened in November, with Thrift Development the low bidder at \$2,284,790; construction is scheduled to begin in January with a 9/30/2014 completion date

SC 101 @ Fews Chapel/Fews Bridge Roads in northern Greenville County: improve the intersection of O'Neal Road, Fews Chapel Road and Fews Bridge Road by realigning Fews Bridge Road and providing turning lanes and traffic signals; environmental document approved 7/16/10; R/W acquisitions are complete; bids opened July 2012 with Threlko Construction the low bidder at \$1,185,594.43; work began 10/16/2012 with a completion date of 9/30/13

Woodruff Road/I-85 Ramp Modifications in Greenville: improve the NB I-85 exit ramp at Woodruff Road, the Woodruff Road/Carolina Point Parkway intersection and the WB Woodruff Road entrance ramp to I-85; R/W acquisition and construction are anticipated to be accomplished as a part of the I-85/385 design-build project

Woodruff Road @ Garlington/Miller Roads in Greenville: improve the intersection of Woodruff Road at Garlington/Miller Roads by providing additional turning lanes; R/W acquisition and construction are anticipated to be accomplished as a part of the I-85/385 design-build project

SC 290 @ SC 253 in northern Greenville County: improve the intersection of Locust Hill Road and Mountain View Road in the Sandy Flat community; a public information meeting was held 1/20/11, with the majority of comments opposed to aligning SC 253 with Pine Log Ford Road; an alternate design with the intersection closer to the existing location was prepared and both designs were presented at a follow-up public information meeting on 10/11/11; based on public feedback, SCDOT is moving forward with a "signalized" design that improves the skew angle but keeps the intersection as close as possible to the existing location and maintains the Keller Road/SC 290 intersection; environmental studies/documentation underway with R/W acquisitions scheduled for mid-2013 through mid-2014, with construction beginning in the second half of 2014

Brushy Creek Road @ Pearson/Nancy Streets in Easley: improve the intersection of Brushy Creek Road and Pearson/Nancy Streets in the City of Easley; environmental document was approved 2/22/10, the R/W acquisition process was initiated 4/22/10 and is complete; bids were opened April 2011 with Sloan Construction the low bidder at

\$1,468,140; construction completion date has been extended 27 days (from 6/22/12 to 7/19/12) due to unexpected obstacles in drainage construction; this is a jointly funded project with the Pickens CTC providing PE funding and \$465,000 of construction funds; project is complete

Brushy Creek Road @ Strange/Kimbrell Roads adjacent to Eastside HS: improve the intersection of Brushy Creek Road at Strange/Kimbrell Roads by providing additional turning lanes; public information meeting held Oct. 18, 2012; R/W acquisitions scheduled for mid-2013 through spring 2014, with construction beginning mid-2014

US 178 Ann Street in the City of Pickens: this is a jointly funded project with the Pickens CTC; the intent is to improve US 178 from Main Street to just beyond the Jones Street intersection; the CTC through their consultant (Transystems) will prepare R/W and construction plans utilizing CTC funds, and contribute approx. \$1.4 million towards construction; SCDOT will prepare the environmental document, and manage the R/W, utility relocation and construction phases; a public information meeting was held Feb. 2, 2012; R/W acquisitions are scheduled for 2013 with construction beginning by mid-2014

SC 146 Woodruff Road Widening in Greenville County: widen Woodruff Road between Scuffletown and Bennetts Bridge Roads; plan preparation and environmental studies underway, with a public information meeting scheduled for spring 2013; R/W phase scheduled for mid-2013 through mid-2014, with construction beginning fall 2014

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County; add dual left turn lanes at Five Forks Road and at Bethel Road, and add one lane in each direction to SC 14 between the 2 intersections; PE phase has been initiated and surveys requested; R/W acquisitions scheduled to occur in FY 15 with construction beginning in FY 16

Roper Mountain Road Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County; widen to 3 lanes with curb/gutter/sidewalk; consultant selection is underway; R/W acquisitions scheduled for FY 15/16 with construction beginning in FY 17

Roper Mountain Road (S-548) improvements between Roper Mountain Ext. and I-85; widen to 3 lanes with curb/gutter/sidewalk; consultant selection is underway; R/W acquisitions scheduled for FY 15/16 and with construction beginning in FY 17

Butler Road (S-107) Phase 2 improvements between Corn/Bridges Roads and Main Street (US 276) in the City of Mauldin; PE is scheduled to begin 2013, with R/W acquisitions in FY 16/17; construction phase is beyond the 6-Year TIP window

Batesville Road (S-164) improvements between The Parkway and Pelham Road in Greenville County; anticipated improvements include widening to three lanes with sidewalks; PE is scheduled to begin FY 16; R/W and construction phases beyond the 6-Year TIP period

US 25 White Horse Road in Greenville County: bids were opened April 2010 with Eagle Construction the low bidder at \$17.6 million; construction began 7/14/10; substantial completion date was 12/14/2012

Please contact SCDOT Program Manager Tommy Elrod with any questions or comments.

elrodjt@scdot.org

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Attachment 7

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: January 28th, 2013

SUBJECT: Batesville Road Project – Roundabout Consideration

In June of 2012, a proposal was made for the Project on Batesville Road to consider a roundabout intersection at Batesville Road and Pelham Falls Drive. SCDOT presented in September of 2012 that they would not be moving forward with the roundabout alternative because it would not serve the traffic congestion at that location. The Policy Committee requested that further information be provided.

Attached find the summary of the traffic impact study preformed by Sprague & Sprague Traffic Engineers. Gaye Sprague will be presenting this information and will be able to answer any questions regarding the roundabout option.

This is being provided for informational purposes, and does not require any action at this time.

Roundabout vs. Signal
2030 Operations
Batesville Road/Pelham Falls Road
For presentation to GPATS January, 2013

If there is one through lane in each direction on Batesville at Pelham Falls, a signal provides less delay and shorter queues.

If there are two through lanes in each direction on Batesville at Pelham Falls, a signal provides less delay in the morning, but a roundabout provides shorter queues in the afternoon. However, a merge would be required south of Pelham Falls to merge the two southbound through lanes into one. The disadvantage of the merge far outweighs the advantage of shorter queues during one hour of the day.

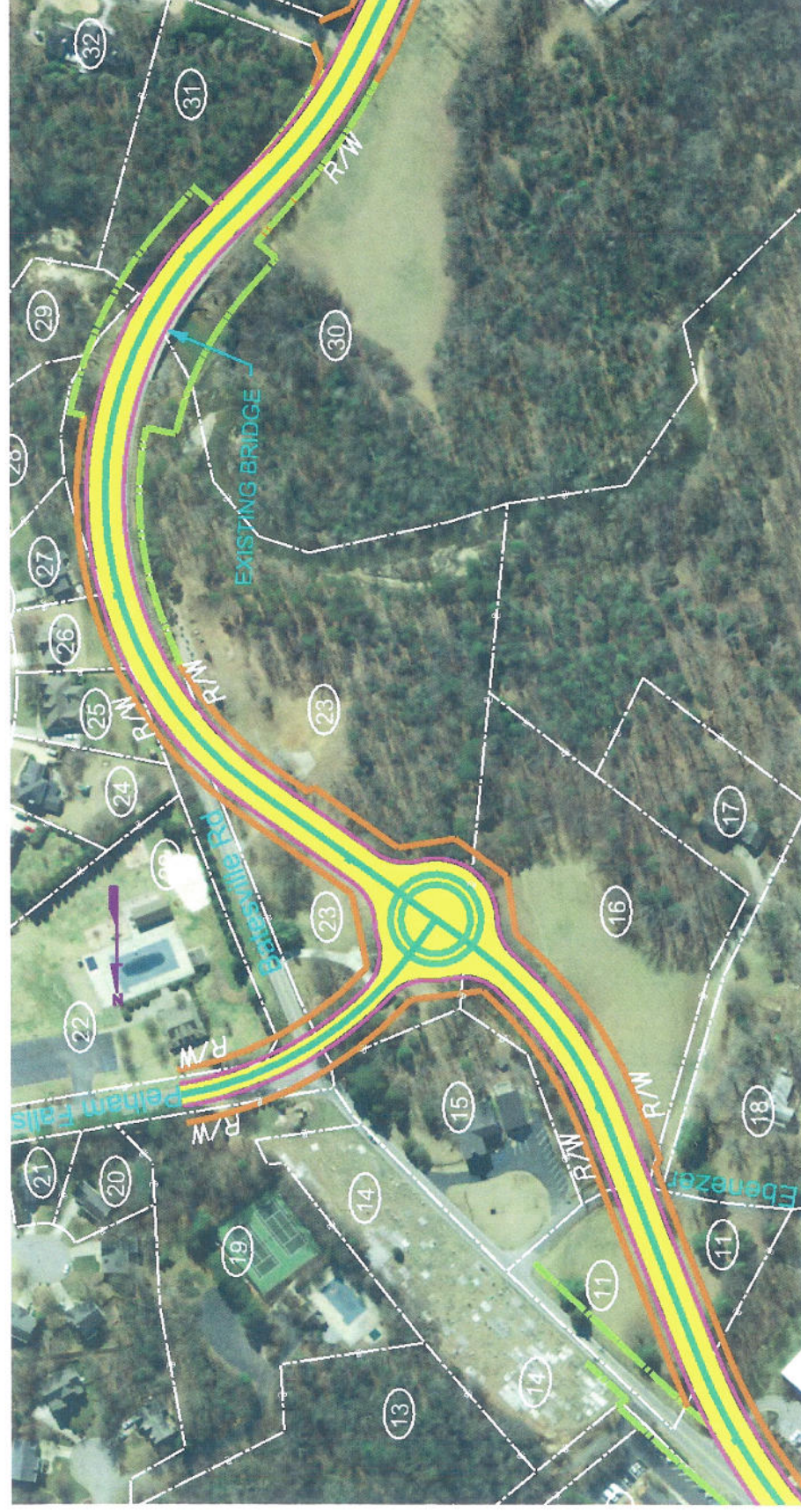
Level of Service and Delay								
Movement	Morning Peak Hour				Afternoon Peak Hour			
	Single Lane		Multi-lane		Single Lane		Multi-lane	
	Signal	Round	Signal	Round	Signal	Round	Signal	Round
	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay
Westbound	F/227	F/56	D/42	F/100	C/23	B/12	A/10	A/8
Northbound	F/89	F/306	B/17	C/21	A/7	C/21	A/10	A/10
Southbound	A/4	B/10	A/3	A/1	D/45	F/394	A/3	A/2
Overall	F/88	F/207	B/17	D/27	C/34	F/274	A/5	A/4

Note: LOS = Level of Service. Delay is control delay in seconds per vehicle.

Queues								
Movement	Morning Peak Hour				Afternoon Peak Hour			
	Single Lane		Multi-lane		Single Lane		Multi-lane	
	Signal	Round	Signal	Round	Signal	Round	Signal	Round
	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay	LOS/Delay
Westbound	520	187	251	318	60	27	38	16
Northbound	2296	7542	493	279	373	252	153	57
Southbound	105	98	45	5	2347	11,427	269	22

Queues are in feet.

S-164 (BATESVILLE ROAD) IMPROVEMENTS ROUNDAABOUT ALIGNMENT





Greenville County Planning Department

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Attachment 8

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: January 28th, 2013

SUBJECT: GPATS Reorganization Subcommittee Update

In September of 2012, the Policy Committee was asked to convene a subcommittee to address the issues facing GPATS with regard to the upcoming reorganization of the MPO boundary. Paramount to this effort is the refinement of the GPATS Bylaws sections on membership. The subcommittee met once in December and again in January ahead of the Policy Committee meeting.

Staff will present a summary of the committee's discussions for input from the Policy Committee, and will be available for questions. The subcommittee will continue to meet throughout February and March as needed to resolve all issues with regard to membership and Bylaws prior to the March Policy Committee meeting.

No action from Policy Committee is required at this time. In March, the Policy Committee will be asked to take action to re-designate the GPATS boundary, amend the Bylaws, and seat new members as specified by said Bylaws.



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MEMORANDUM

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FROM: GPATS Staff

DATE: January 28th, 2013

SUBJECT: Request for Endorsement – Tri-County MPO

With the eminent reorganization of GPATS due to the Census re-designation of the Urbanized Areas, one option which the Policy Committee has heard arguments on has been the possibility of the new areas in Pickens and Anderson Counties forming their own MPO separate from GPATS.

In August of 2012, the Policy Committee adopted two draft boundaries reflecting the possibilities for either complete inclusion or dual-MPOs. Staff then sent a letter to State Secretary of Transportation Robert St. Onge that clarified the GPATS position to SCDOT. The boundaries and letter are attached for your review.

As part of a final effort by the advocates for the MPO, dubbed the “Tri-County MPO,” Mayor Cook of the City of Clemson has requested that GPATS take up the issue to formally endorse this concept. His letter of request and map of the area in question are attached.

Mayor Cook and Mayor Crenshaw of the City of Pendleton will be on hand at the meeting to present the information and answer any questions the Policy Committee might have.

This request is being made by an outside party, so no action is *required* at this time, however at the pleasure of the Committee, a vote for endorsement of the Tri-County MPO concept would be forwarded on to SCDOT.



Greenville County Planning Department

**301 University Ridge, Suite 400
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org**

September 27, 2012

Robert St. Onge, Transportation Secretary
South Carolina Department of Transportation
955 Park Street, Suite 516
Columbia, South Carolina 29202

Secretary St. Onge,

On behalf of the Greenville-Pickens Area Transportation Study (GPATS), I, John Owings, Executive Director for GPATS, submit this letter as the formal position of the Staff, Study Team, and Policy Committee for the GPATS Metropolitan Planning Organization (MPO) regarding the expansion of the Census 2010 Greenville Urban Area (UA) and the resulting expansion of the GPATS Metropolitan Planning Area (MPA) boundary.

On August 13, 2012, the GPATS Policy Committee endorsed two draft boundaries, reflecting the regional options facing the Greenville UA. These two boundaries are attached to this letter.

The "Draft Boundary" (Attachment 1), in orange, serves as a complete scenario per FHWA regulations, where the GPATS MPA expands to include the entirety of the UA. This is the SCDOT/FHWA preferred boundary, and the GPATS Study Team endorsed this boundary prior to the Policy Committee meeting.

The "Draft Alternative Boundary," (Attachment 2) in green, is an incomplete scenario, and does not include the newly-added portion of the Greenville UA surrounding the municipalities of Clemson, Central, Pendleton, and Norris. This boundary was endorsed by the GPATS Policy Committee in addition to the original Draft, because those jurisdictions desire to remain separate from GPATS and pursue their own effort to become a separate MPO. It was the Policy Committee's desire not to impede this effort, and so the Alternative boundary was submitted in the event that it was successful.

SCDOT has repeatedly stated that the remaining UA outside of the Alternative Boundary does not have the size and complexity to justify a separate MPO, and GPATS does not dispute this fact. However, it is the position of GPATS that the burden of proving the size and complexity, as well as gaining the approvals of all local jurisdictional entities, rests squarely on the jurisdictions of this remaining UA desiring an alternative to joining

GPATS, and that the final decision whether a new MPO will be allowed shall be made by the State Designee. In either case, GPATS shall accommodate the changes made to the MPA via funding, membership, and bylaws.

To that end, the GPATS MPO submits the attached "Draft Boundary" (Attachment 1) as the default and complete scenario for designation, with the caveat that the "Draft Alternative" (Attachment 2) remain under consideration until a final decision on the creation of the separate MPO is made.

Thank you for your attention to this submittal.

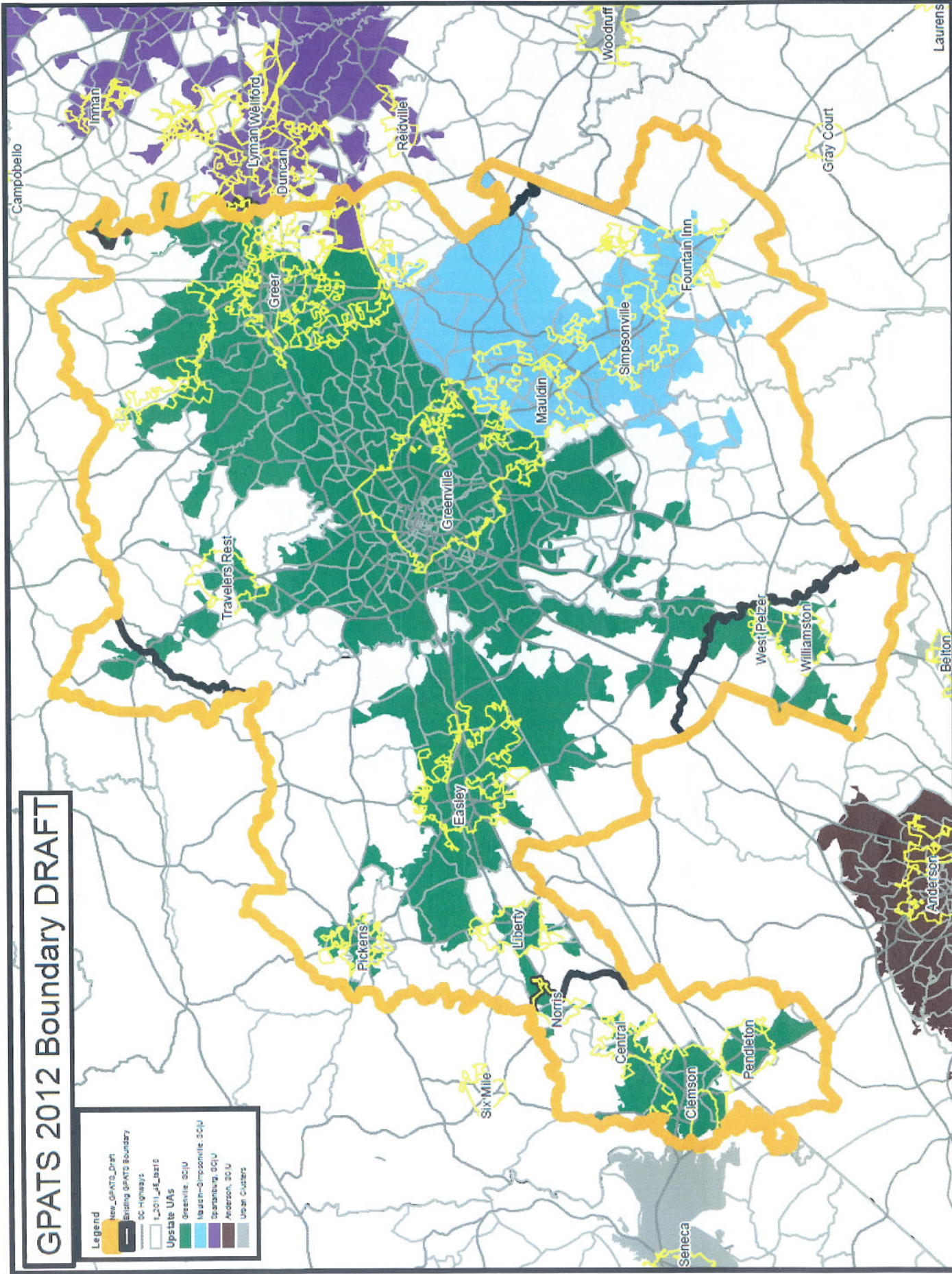
Sincerely,

John Owings, AICP
Executive Director, GPATS

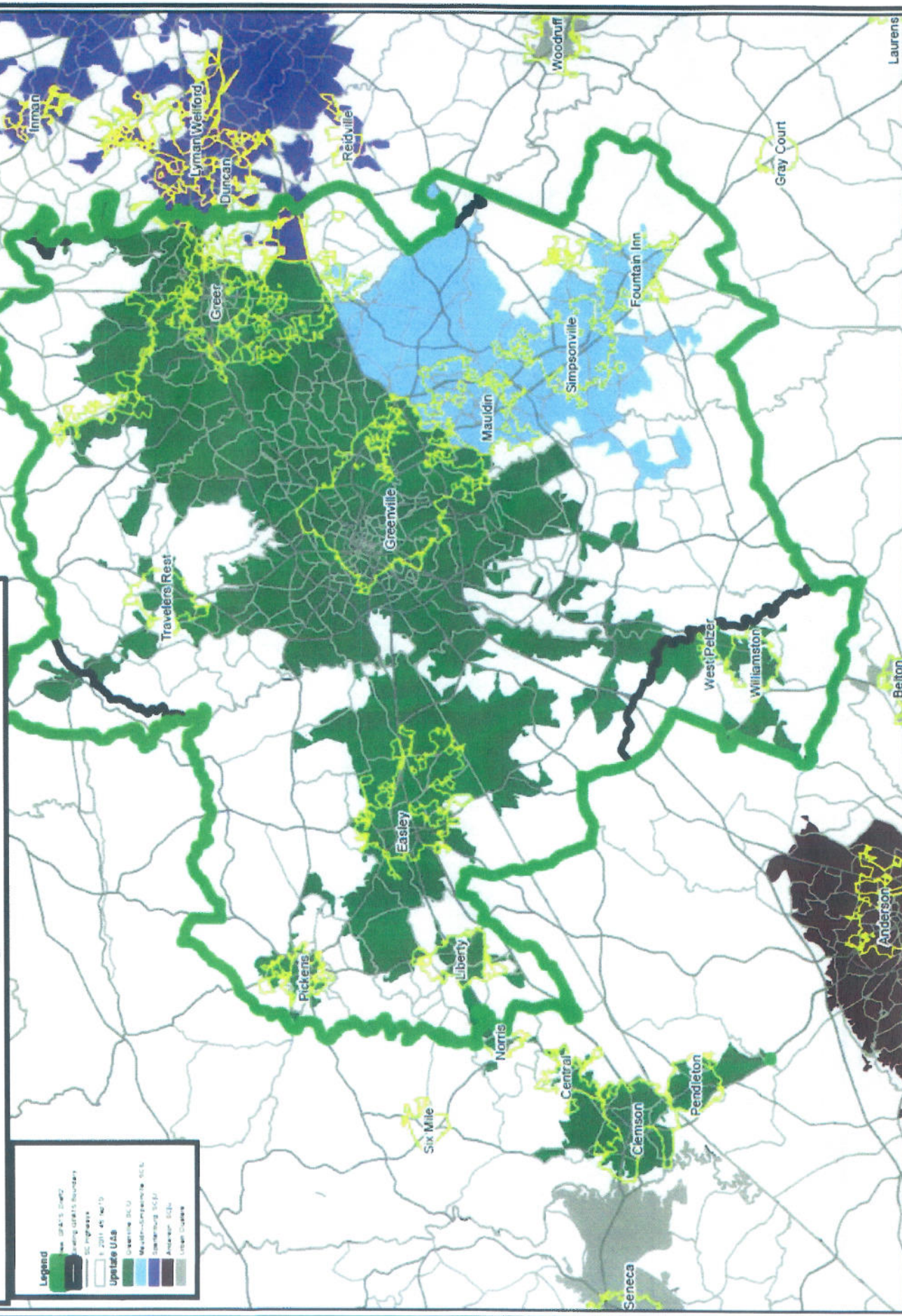
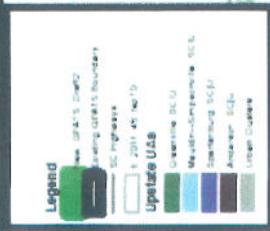
c.c. Mark Lester, Director, SCDOT Office of Planning

Enclosures (2)

GPATS 2012 Boundary DRAFT



GPATS 2012 Boundary ALTERNATIVE DRAFT





City of Clemson

1250 Tiger Boulevard • Suite 1 • Clemson, South Carolina 29631 • (864) 653-2030 • Fax (864) 653-2032

January 16, 2013

Policy Coordinating Committee
Greenville-Pickens Area Transportation Study (GPATS)
301 University Ridge, Suite 400
Greenville, SC 29601

RE: Request for GPATS Policy Committee Endorsement of Separate Tri-County MPO Designation

Honorable Members of the GPATS Policy Committee:


As you are probably aware, an organized group of general purpose local governments in southeastern Oconee, southwestern Pickens, and north central Anderson Counties, which collectively represent a distinct transportation functional region in the Upstate, are pursuing designation of an independent Metropolitan Planning Organization (MPO) from that of the Greenville-Pickens Area Transportation Study (GPATS) to be known as the Tri-County MPO. This proposed MPO would serve the Clemson-Pendleton-Central-Norris portion of the Greenville Urbanized Area (UZA) as well as the City of Seneca and portions of unincorporated Oconee County and would cover a separate region from that of the planning area currently served by GPATS (**Exhibit 1**).

On October 3, 2012, a structuring committee comprised of appointees from the involved local governments' governing bodies finalized the Tri-County MPO designation petition materials and submitted them for the South Carolina Department of Transportation's (SCDOT's) review and consideration. On October 12, 2012, SCDOT responded to the petition in a letter indicating support only for a single MPO serving a single planning area that encompasses the entirety of the Greenville UZA, including the Tri-County region. In said letter, SCDOT referenced a separate letter submitted by GPATS on September 27, 2012, indicating that the GPATS Policy Committee endorsed two draft boundaries reflecting the two potential MPO scenarios. The letter states that the GPATS Policy Committee endorsed both scenarios in an effort to not impede the Tri-County MPO local governments' desire to pursue separate designation in the event that separate designation is successful. Subsequent to this correspondence, in a meeting with Secretary St. Onge on December 13, 2012, SCDOT representatives referred to the letter submitted by GPATS as a disinclination they have for granting designation of a separate MPO because the letter did not expressly indicate that GPATS, including its Policy Committee,

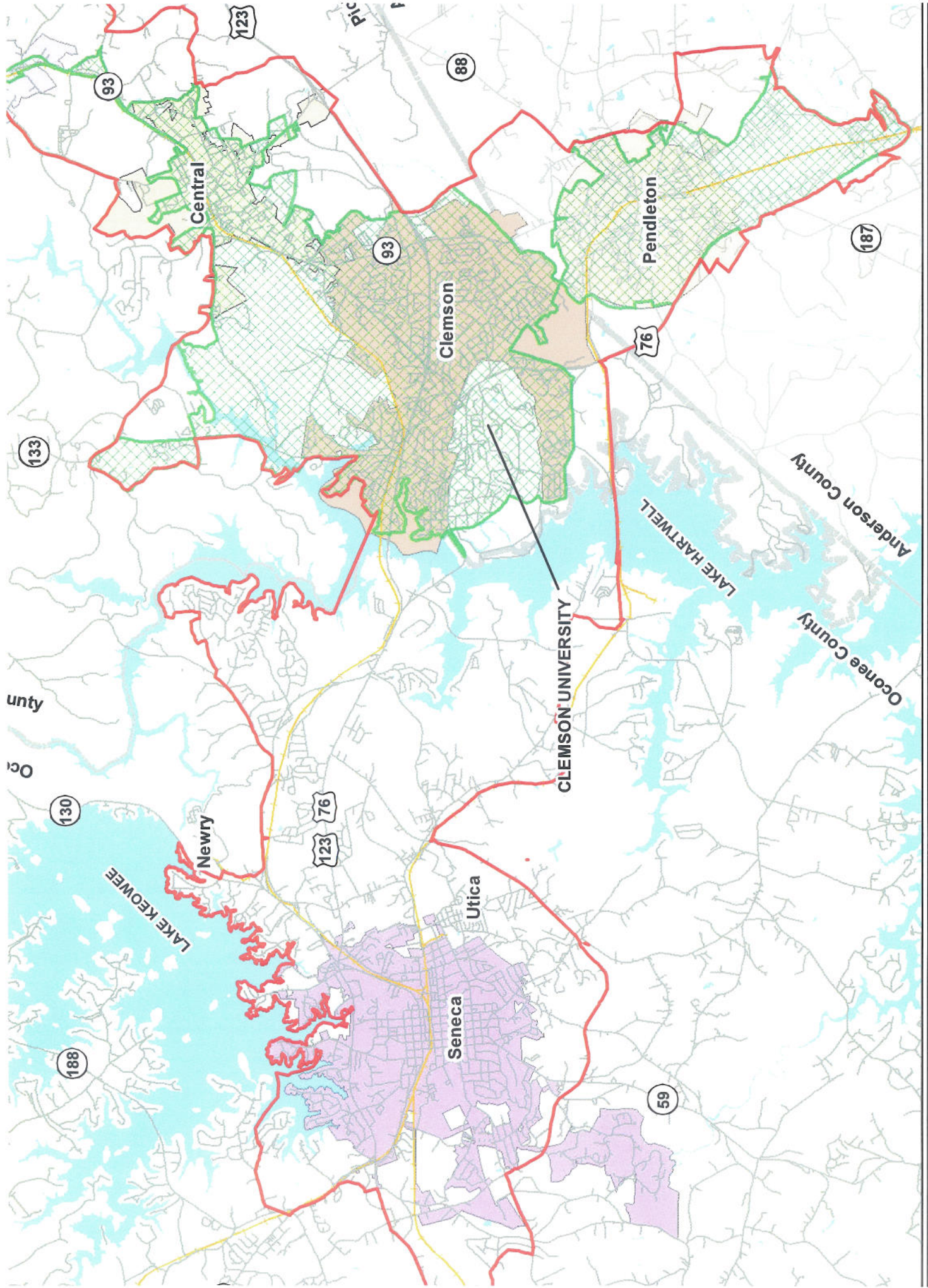
supported and endorsed the separate MPO designation scenario and that the GPATS Study Team, SCDOT, and FHWA supported and endorsed only the boundary encompassing the entirety of the Greenville UZA.

As a result of SCDOT's interpretation of GPATS's letter that GPATS does not expressly endorse the designation of the Tri-County MPO concept, I am respectfully requesting that at its January 28, 2013, meeting, the GPATS's Policy Committee consider and approve a unified formal express endorsement from the GPATS organization supporting the designation of a separate Tri-County MPO that would serve the Clemson-Pendleton-Central-Norris portion of the Greenville UZA. Mayor Frank Crenshaw (Town of Pendleton) and I will be in attendance at the meeting to answer any additional questions that you may have on this issue.

Respectfully,

A handwritten signature in black ink, appearing to read "J.C. Cook III", with a stylized flourish at the end.

J.C. Cook III
Mayor
City of Clemson, South Carolina
1250 Tiger Blvd, Suite 1
Clemson, SC 29631



GPATS Boundary



PROPOSED TRI-COUNTY