

REVISED

AGENDA
GPATS POLICY COORDINATING COMMITTEE
September 19th, 2011
Conference Room A - County Square
10:00 a.m.

1. CALL TO ORDER

Chairman
Senator David Thomas

action: 2. APPROVAL OF JUNE 20, 2011 MINUTES

Attachment 1

action: 3. GREENLINK TIP/STIP AMENDMENT REQUEST – NEW FREEDOM
Attachment 2
Greg Baney
Greenlink Planning & Grants Manager

action: 4. GREENLINK TIP/STIP AMENDMENT REQUEST – JARC
Attachment 3
Greg Baney
Greenlink Planning & Grants Manager

5. PROJECT UPDATE

Attachment 4
Tommy Elrod, PE
SCDOT Project Manager

6. LRTP PUBLIC MEETING AND SURVEY UPDATE

Attachment 5
Tiffany Wedmore
Associate Transportation Planner

7. DEAN HYBL – TEN AT THE TOP EXECUTIVE DIRECTOR

Attachment 6

8. DISCUSSION OF TIME CHANGE FOR FUTURE GPATS MEETINGS
Attachment 7

action: 9. FT. INN MAIN STREET TIP/STIP AMENDMENT REQUEST
Attachment 8

10. NEW BUSINESS

11. PUBLIC COMMENT

12. ADJOURN

MINUTES
GPATS POLICY COORDINATING COMMITTEE

June 20, 2011

Conference Room A – County Square

10:00 a.m.

MEMBERS PRESENT: Senator Thomas, Chairman; Representative Dwight Loftis; Mayor Danner; Mayor Long; Mayor Bagwell; Mayor Owens; Mayor Godbey; Mayor White; County Council Chair Kirven; Councilor Payne; Councilor Norris; Commissioner Edwards; Commissioner Adams; J. Barbare; C. Burgess and M. Long;

OTHERS PRESENT: J. Owings; D. McGee; K. Brockington; T. Wedmore; H. Hahn; T. Elrod; E. Dillon; F. Simmons; G. Sprague; R. Hawes; G. Ryan; V. Holmes; P. Strub; J. Freison; Y. Morris; D. Drymaug, J. Hoton and T. Fouche

The Chair called the meeting to order at 10:02 a.m.

Due to a lack of quorum, the Chairman moved the agenda items and Item Number 7 was first on the agenda

NEW BUSINESS AND PUBLIC COMMENT

There was neither new business nor public comment.

PROJECT UPDATE

T. Elrod addressed the Committee members with an update of current projects within the GPATS area as was included in the agenda packets.

**RAIL AND CORRIDOR FEASIBILITY STUDY AND ENDORSEMENT
RESOLUTION**

Mr. Peter Strub presented to the Committee a PowerPoint presentation briefly going over the Rail and Corridor Feasibility Study that was presented to the Committee last year. Mr. Strub requested from the Committee a resolution which endorses the study.

The Committee members and staff discussed the study. Keith Brockington clarified in no way was the Committee locked into any one option or any funding mechanism. He stated the study would provide a way forward should monies or the opportunity arise, there would be an idea of where to go. Mr. Brockington stated the study would only be a starting point for any future endeavors.

MOTION: By Council Chair Kirven, seconded by Mayor White to adopt the resolution regarding the Rail and Corridor Feasibility Study. The motion carried unanimously.

APPROVAL OF THE MARCH 21, 2011 MINUTES

MOTION: By , seconded by Mayor Long to approve the minutes of the March 21, 2011 regular meeting. The motion carried unanimously.

The Committee members discussed various options regarding a quorum and the approval of the two remaining items which need to be handled by June 30, 2011.

MOTION: By County Councilor Payne, seconded by Council Chair Kirven to “poll out” members regarding the remaining agenda items.

Mayor Godbey suggested calling a member, since the Committee was only one shy of a quorum. The Mayor reminded the Committee, a member was called during a previous meeting when a quorum was necessary.

After further discussion and the Chairman contacting Senator Larry Martin, County Council member Payne withdrew his motion to “poll out”.

At this time Senator Larry Martin was on the Chairman’s speaker phone, able to take part in the meeting.

FINAL FY 2012 – 2017 TIP (TRANSPORTATION IMPROVEMENT PROGRAM) ENDORSEMENT

Keith Brockington presented the FY 2012 – 2017 TIP, reflecting project programming for the immediate year of 2012 and future years 2013 – 2017. In addition, a financial statement was included in the Committee’s packets.

MOTION: By Mayor Godbey, seconded by Commissioner Edwards to adopt the FY 2012-2017 TIP. The motion carried unanimously.

FY 2012 UNIFIED PLANNING WORK PROGRAM

Daniel McGee presented to the Committee the FY 2012 Unified Planning Work Program as included in the Committee’s agenda packet. He explained the program outlined the planning work activities, schedule and funding to coordinate federal and state planning requirements.

MOTION: By Mayor Godbey, seconded by Council Chair Kirven to adopt the FY 2012 Unified Planning Work Program. The motion carried unanimously.

Chairman Thomas re-visited the following for Senator Martin to cast his vote.

RAIL CORRIDOR FEASIBILITY STUDY AND ENDORSEMENT RESOLUTION

MOTION: Which was made by Council Chair Kirven and seconded by Mayor White to adopt the resolution. Senator Martin was in favor of the adoption.

APPROVAL OF THE MARCH 21, 2011 MINUTES

Senator Martin also voted in favor of the adoption of the minutes of the March 21, 2011 meeting.

Senator Thomas recognized Mr. Jim Barbare, Chairman of the Planning Commission.

PUBLIC COMMENT

There were no appearances for public comment.

There being no further business to come before the Committee, Chairman Thomas adjourned the meeting at 10:49 a.m.

Submitted by Recording Secretary



Greenville County Planning Department

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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 19, 2011

SUBJECT: Greenlink TIP/STIP Amendment Request – New Freedom Grant

Purpose: New Freedom funding from the FY2011 annual funding cycle: the only New Freedom grant that was submitted and is eligible for funding is the Miracle Hill Ministries application. A grant was awarded by the GTA Board in the amount of \$48,000.00 to assist in the purchase of a shuttle for their mobility program. \$6,214.00 will be awarded to GTA to cover the cost of administration. Thus, the total New Freedom grant awarded is \$54,214.00. This is federal funding for which GTA is the only eligible applicant, and does not diminish the amount of annual funding available to GPATS members.

Gregory Baney, Planning and Grants Manager for Greenlink, will provide a brief presentation and will be able to answer any questions the Policy Committee might have.

Action: Acceptance of the New Freedom Grant monies will require a minor amendment to the GPATS TIP and state STIP. This grant will become a line-item in the TIP upon approval for the amount of \$54,214.00



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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 19, 2011

SUBJECT: Greenlink TIP/STIP Amendment Request – JARC Grant

Purpose: Job Access and Reverse Commute (JARC) funding from the FY2011 annual funding cycle: The only JARC grant application submitted and eligible for funding is the Upstate Forever application. This funding request covers both capital costs and operational costs associated with the implementation of a bike-share program in the City of Greenville. \$100,000.00 will be used to purchase capital such as twenty-five bikes, and five bike stations, and \$6,554.00 will be used to cover fifty percent of the operational costs. In addition, \$11,839.00 will be awarded to GTA to cover administrative costs. The JARC application total will be \$118,393.00. Again, this is federal funding for which GTA is the only eligible applicant, and does not diminish the amount of funding available to GPATS members.

Gregory Baney, Planning and Grants Manager for Greenlink, will provide a brief presentation and will be able to answer any questions the Policy Committee might have.

Action: Acceptance of the JARC Grant monies will require a minor amendment to the GPATS TIP and state STIP. This grant will become a line-item in the TIP upon approval for the amount of \$118,393.00



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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 19, 2011

SUBJECT: GPATS Project Update

The attached is a status update of the projects the South Carolina Department of Transportation is working on. Mr. Tommy Elrod will be addressing the Policy Committee and answer any questions the Committee might have.

GPATS Area Projects Status Report – Aug. 29, 2011

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 cost estimate is prepared and compared against the construction bids.

Interstate

I-385 Rehabilitation: I-26 to near SC 101, Laurens County; McCarthy Improvement Company; Aug. 15, 2010 contract completion date; NB lanes closed 1/4/10 and re-opened 7/23/10; total cost \$61 million

I-385 Rehabilitation: Laurens Co. line to north of Fairview St., Greenville County, work began 12/10/09 with a 7/31/2011 completion date, Eagle Const, \$14 million construction contract, raise SC 418 and Fairview Street bridges, rehabilitate pavement, add concrete median barrier wall, extend Fairview Street northbound on-ramp; intermediate paving will occur in September and pavement markings placed in final location; final surface paving to occur approx. April 2012 (once nighttime temperature requirements met-60 degree minimum)

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 in Greenville County, design-build project to widen to 6 lanes and rehabilitate the mainline and ramp pavement and add ITS/camera coverage, 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); activities over next 3 months: begin asphalt reconstruction between US 276 bridge and SC 417 bridge; begin ITS installation; complete median barrier wall; bridge widenings almost complete; and begin concrete paving southbound lanes

I-85/I-385 Interchange Upgrade: includes completing 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; the environmental document, interchange modification report and design public hearing are anticipated for completion spring 2012, followed by Request for Qualifications for interested design-build teams; construction anticipated to begin in 2013; approximately \$235 million budget

I-185 Rehabilitation: resurface southbound I-185 from near the end of Mills Avenue to just beyond the White Horse Road overpass; opened bids December 14, 2010; Ashmore was low bidder at \$1,884,779; final surface course of asphalt to be placed Sept/Oct; completion date 11/30/11

I-85 Rehabilitation: 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; construction began Sunday night (Aug 28) with the milling of existing pavement; completion date is 11/30/12

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 with an anticipated completion spring 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) for this project, with the City of Greenville responsible for any amount over \$5.1 million; drainage pipe and curb/gutter/sidewalk should be completed by October, with asphalt paving, lighting, irrigation and tree planting remaining (planting will likely occur in late 2012)

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 and R/W plans scheduled for completion fall 2011, with R/W acquisitions scheduled for 2012 and construction beginning 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 include 0.76 mile project extension including relocation around church and new bridge over Rocky Creek, and more extensive environmental documentation; design public hearing anticipated for late 2011 with R/W acquisitions scheduled for 2012 and construction for 2013 and 2014; \$1.75 million of safety funds are available towards the improvements at the Anderson Ridge Road, Godfrey Road and Roper Mountain Road intersections

SC 183 Intersections in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Alex Road, at Jim Hunt Road and at Jameson Road; environmental document completed October 2010; SC 183/Alex intersection scheduled for March 2012 bid opening, using \$1.5 million Appalachian COG funds; construction of the Jim Hunt and Jameson intersections is anticipated for FY 16/17 using GPATS funding

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, with acquisitions occurring this year and bid opening scheduled for March 2012; enhancements including landscaping and stamped crosswalks are included with the construction, using enhancement funds matched by 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; preliminary design and environmental studies underway, with R/W acquisitions scheduled for 2012 and construction for 2014 and 2015

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; surveys are complete and environmental studies and R/W plan preparation are underway; public information meeting anticipated in October 2011, with R/W acquisitions scheduled for 2012 and construction for 2013

SC 153 Extension in Easley: extend SC 153 1.5 miles to Prince Perry Road, including a new bridge over the railroad; the environmental studies extend beyond Prince Perry Road to Saluda Dam Road; the design contract with CECS in the amount of \$2,233,408 was executed 8/25/10; environmental studies are underway, with a public info meeting anticipated for early October 2011; R/W acquisitions are scheduled for 2012/2013, with construction occurring in 2014/2015

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 (estimated in the \$200-\$250K range) is underway due to more extensive environmental studies and documentation than initially anticipated; design public hearing scheduled for early 2012 with R/W acquisitions in 2012 (\$200,000 R/W budget is based on substantial R/W donations so the cost estimate will increase if donations prove not feasible) and construction in 2013 and 2014

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; construction completion date is 5/31/12

SC 183 @ SC 8 in Pickens: improve the intersection of Farrs Bridge Road/Jewel Street and improve Jewel Street (SC 8) adjacent to the (former) Pickens HS in the City of Pickens; environmental document approved 7/29/10; right of way funds were obligated 11/29/2010 and the acquisition process will be ongoing throughout 2011; construction is scheduled to begin by mid-2012

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 underway with a scheduled mid-2012 bid opening

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; these improvements 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; these improvements 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 Thursday, January 20, 2011, from 5:00-7:00 pm at Faith Temple Fellowship Hall, with the majority of comments opposed to aligning SC 253 with Pine Log Ford Road; an alternate design that would leave the intersection closer to the existing location is being developed, with a follow-up public information meeting anticipated for October 2011; R/W acquisitions are scheduled for 2012 with construction in 2013

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 is 6/22/12; this is a jointly funded project with the Pickens CTC providing PE funding and \$465,000 of construction funds; clearing and drainage work has begun

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; preliminary design is underway, with R/W acquisitions scheduled for 2012 and construction for 2013

US 178 Ann Street @ Jones 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; R/W acquisitions scheduled for 2012 with construction beginning mid-2013

SC 146 Woodruff Road Widening in Greenville County: widen Woodruff Road between Scuffletown and Bennetts Bridge Roads; surveys are complete and preliminary design underway, with the R/W phase scheduled for 2013 with construction beginning in 2014

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County; PE is scheduled to begin in FY 12 with R/W acquisitions in FY 15 and construction in FY 16

Roper Mountain Road Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County; PE is scheduled to begin FY 12 with R/W acquisitions in FY 15/16 and construction in FY 17/18

Roper Mountain Road (S-548) improvements between Roper Mountain Ext. and I-85; anticipated improvements include widening to three lanes with bike lanes, curb, gutter and sidewalks; PE is scheduled to begin FY 12 with R/W acquisitions in FY 15/16 and construction in FY 17/18

Butler Road (S-107) improvements between Corn/Bridges Roads and Laurens Road (US 276) in the City of Mauldin; PE is scheduled to begin FY 13, 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 with a contract completion date of 9/30/12; over next 3 months, work will continue on the right side of the road toward Montague installing drainage pipe, curb and gutter, sidewalk and paving; drainage pipe installation has begun on the opposite side of the road near College Park Church

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

elrodjt@scdot.org

864-241-1036 (or 1038), ext. 233

864-982-0080 cell











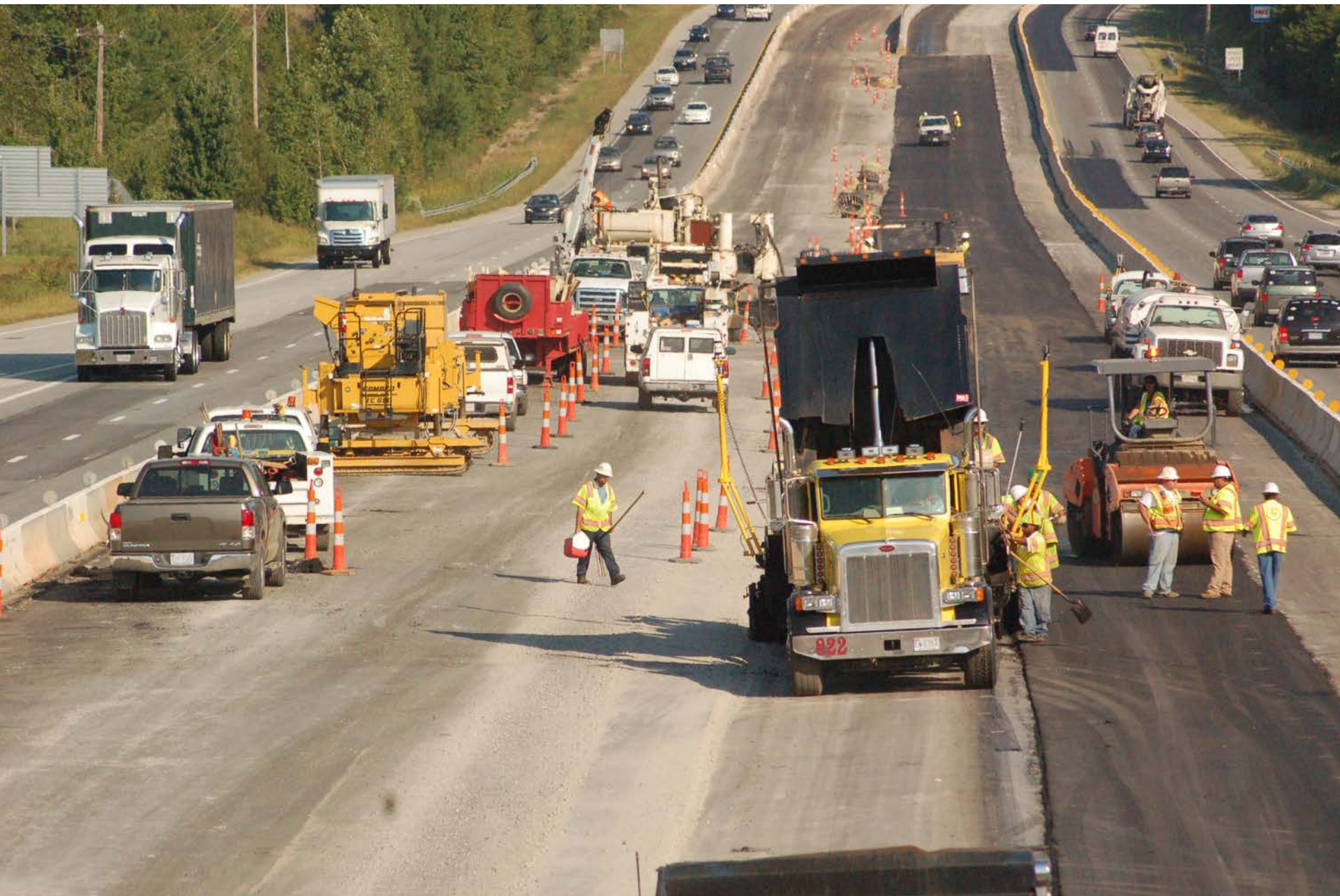
















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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 19, 2011

SUBJECT: GPATS Long Range Transportation Plan survey initial results

In July, GPATS staff created and began distributing a transportation survey as part of the Long Range Transportation Plan update process. The survey has been distributed at public meetings, on the Greenville County website, through e-mail distribution lists, at various city halls and libraries in the GPATS area, and through a number of organizations including the Greenville County Recreation District.

GPATS has received nearly 600 survey responses during the last two months, and will continue working to distribute the survey to as many GPATS-area residents as possible.

GPATS staff will give a brief update of the survey results to date at the Policy Committee meeting. Policy Committee is not asked to take any action at this time.



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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 19, 2011

SUBJECT: Ten at the Top Collaboration Efforts

Dean Hybl, Executive Director of Ten at the Top, will provide an update on meetings that have taken place over the last several months discussing potential opportunities for regional collaboration on transportation issues across the Upstate, and will be available to answer any questions that the GPATS Policy Committee will have. The Committee is not expected to take any action at this time.



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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 19, 2011

SUBJECT: Proposed GPATS Policy Committee schedule for 2012

In order to best accommodate the schedules of GPATS Policy Committee members and encourage participation in meetings, staff would like to propose flexibility in the GPATS Policy Committee 2012 meeting schedule.

Staff will ask GPATS Policy Committee members about their preferences for meeting times. Some options may include: moving the GPATS Policy Committee meetings to 12:30 p.m. and serving lunch beforehand at noon; keeping the 10 a.m. meeting time in place and serving breakfast beforehand at 9:30; and keeping the meeting time as it is. Policy Committee members may propose additional options.

GPATS Policy Committee members will be asked to make a recommendation pertaining to the 2012 meeting schedule.

2012 GPATS Policy Committee Meeting Dates:

- **January 9, 2012**
- **March 19, 2012**
- **June 18, 2012**
- **September 17, 2012**



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Attachment 8

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 19, 2011

SUBJECT: Fountain Inn Main Street TIP/STIP Amendment Request

The City of Fountain Inn has submitted an application to the SCDOT 2012 Federal Match Program, which is matched 50% locally, for revitalization and transportation improvement of their Main Street (SC-14).

The amount requested from the Program comes to \$1,250,000. Use of these funds will not impact GPATS project funding or schedule. Fountain Inn will provide the local match.

Inclusion of the project into the Non-Guideshare section of the GPATS Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) will assist the City of Fountain Inn with their application for these funds, and provide GPATS support for use of the funding.

This request has been added to the agenda as an Action Item for September 19, 2011, and we apologize for the short notice of the revision. Please see the attached project description, and direct any questions about the project to Eddie Case with the City of Fountain Inn (505-0522) or Dan Powel with the Greenville County Planning Department (467-7270)

Action: Acceptance of the Fountain Inn Federal Match Program monies will require a minor amendment to the GPATS TIP and state STIP. This grant will become a line-item in the Non-Guideshare section of the TIP upon approval for the amount of \$1,250,000

FOUNTAIN INN DOWNTOWN SCDOT 2012 FEDERAL MATCH PROGRAM REQUEST

1. Jurisdiction: **Fountain Inn**
2. Project Name: **DOWNTOWN REVITALIZATION AND TRANSPORTATION IMPROVEMENT**
3. Project Location: **Main Street (SC-Hwy 14)**
4. Project Size: **2 to 3 acres**
5. Project Description: **The City of Fountain Inn has applied for \$1.25 Million from the Federal Match Program that will be matched 50% by Fountain Inn for the Main Street Project (Phase II).**

The streetscape and transportation improvement area consists of Main Street - Phase II - Fairview to Jones Street on Main Street. Taper down: Fairview Street to Quillen Avenue and Jones to Knight Street (Hwy 418). Phase I - Depot, Jones, and Trade Streets.

Reconfiguration and Streetscape Improvements on Main Street from Fairview Street to Jones Street, focuses on the two blocks of the Central Business District in the historic downtown. Improvements will include narrowing Main Street from four lanes to one travel lane in each direction. Turn lanes at the intersections will be provided. Decreasing the number of lanes on Main Street provides an opportunity to widen the sidewalks to ADA compliance and install landscape buffers. The improvements will enhance the appearance of these key blocks, improve the pedestrian environment, connect to the City Wide Greenway System as an alternate mode of transportation, while assisting in sustaining and enhancing the business environment by making downtown a more comfortable, inviting place for economic development.

The project also includes lane restriping for taper downs on each end of the improvement area. On-street parking will remain, but will be widened to meet AASHTO standards. The Improvement will encourage further revitalization of the downtown area, while serving as a transportation node and connecting the planned pedestrian plaza on Depot Street.

Depot Street Phase I – Approved as a SCDOT LPA project. Streetscape construction planned for fall 2011.

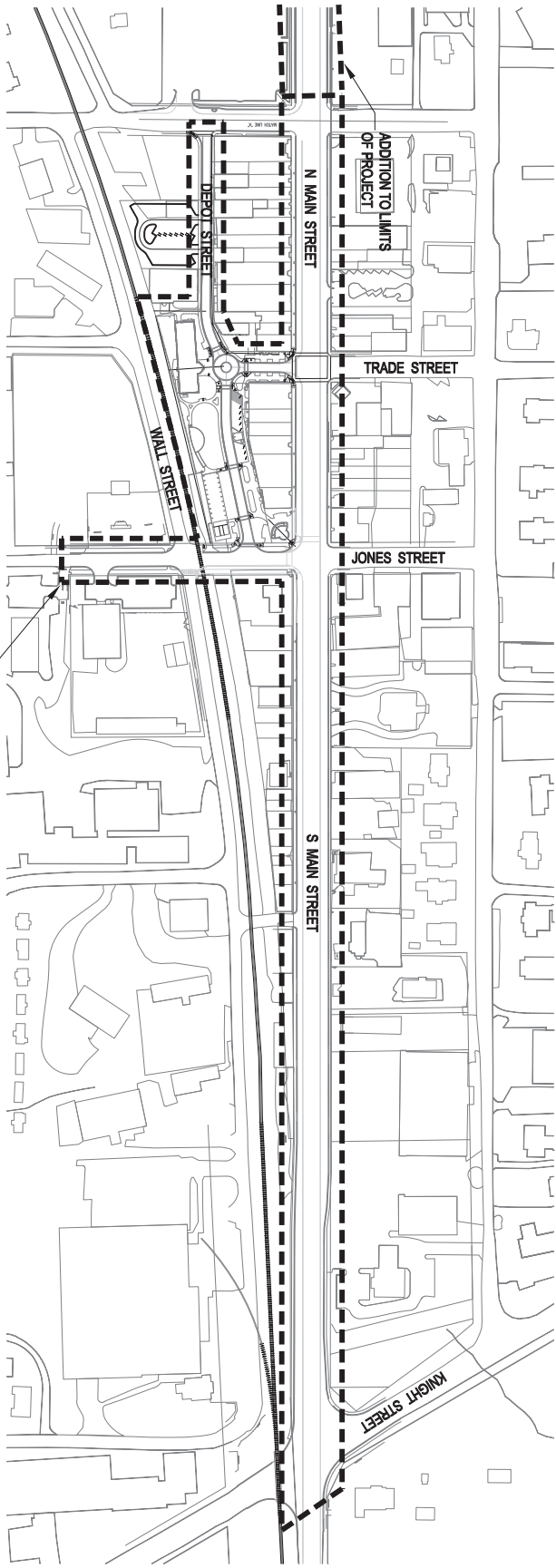
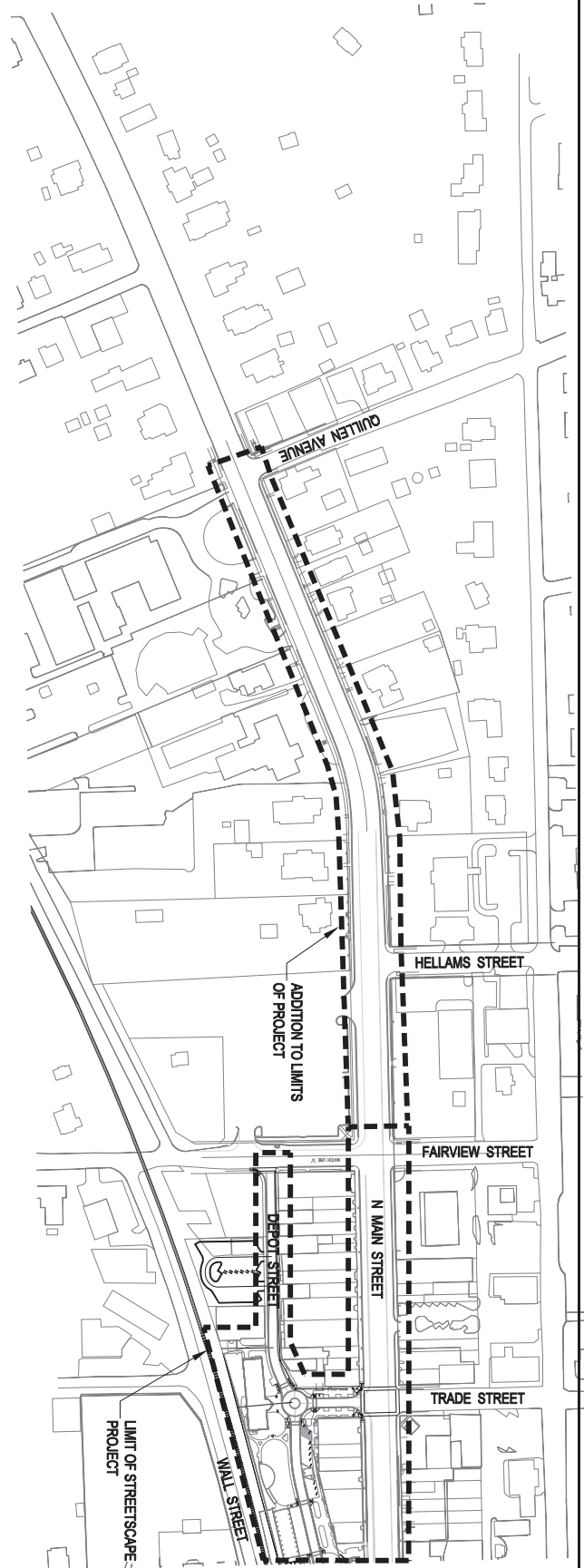
The space between the new Farmers Market Pavilion and the Chamber Visitors/Historical Center, also known as Commerce Park, will be the central gathering location for the entire 2-acre Depot Street improvement area. The highlight on this public space is a planned pedestrian plaza. The plaza will be landscaped to include low impact development features such as rainwater collection systems and an increase in pervious landscaping materials. In addition to ADA accessible 5' wide concrete sidewalks running along Depot Street, the two new buildings will be linked together by a pedestrian plaza that is located in the center of the open space. This plaza will include pedestrian benches and a gathering area for outdoor festivals. An open lawn will cover the rest of the space, with large canopy trees placed throughout to provide shade during summer events. The plant selection includes a variety of colorful and fragrant flowers that will soften hard edges and appeal to a person's senses. Also, shrubs, groundcover plantings, and fencing will be placed to provide a backdrop for the plaza and to act as a buffer for the railroad tracks.

Depot Street will be realigned and the width will be narrowed down to a one-way street with parallel parking. Sidewalks totaling 1,045 linear feet, 2,281 total sq. ft., and 5' average width will be constructed adjacent to the improved roadway and will provide a continuous connection to the rest of downtown Fountain Inn. During large public events the entire length of Depot Street can be closed off to vehicular traffic. The visitors will recognize that the space has been designed for pedestrians first.

The redevelopment of the area behind the existing buildings that front Main Street will spur the revitalization of the rear facades of the buildings. An 8' wide concrete walkway will run along the edge of the building and will tie into the existing plaza to the north and the existing sidewalk on the south end of the buildings. In addition, 21 on-street parking spaces and a 1,300 sq. ft. stamped concrete plaza will be located along Depot Street. The parking will help compliment the Depot Street realignment and the plaza which will be a public gathering spot. This project will also encourage adjacent buildings to offer outdoor seating and dining opportunities.

The above described Downtown Revitalization and Transportation Improvement follows the recommendations of the Main Street Master Plan, as well as the City's Comprehensive Plan. The Main Street Master Plan, funded by GPATS and the City of Fountain Inn in 2009, allowed for thorough planning and public input. This plan resulted in the outcome of SCDOT design approval and complete construction design for the project in 2011. The current request for funding from the SCDOT 2012 Federal Match Program will allow for the completion of this project. It will have an over arching impact, playing a vital role in revitalizing the Downtown area, including nearby vacant textile mill properties, Woodside Park and Mill Village.





ARBOR ENGINEERING

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ARBOR ENGINEERING, INC. is an Equal Opportunity Employer. Minorities and women are encouraged to apply.

LEGEND

REVISIONS		
NO.	DATE	DESCRIPTION
1		

**MAIN & DEPOT ST
STREETSCAPE
REVISED LIMITS**

FOUNTAIN INN SOUTH CAROLINA

**SITE PLAN
REVISED LIMITS**

DATE	11/15	DATE	11/20/11
BY	RHS	BY	RHS
REVIEWED	RHS	REVIEWED	RHS
DATE	11/15/11	DATE	11/20/11

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FOUNTAIN INN DOWNTOWN SCDOT 2012 FEDERAL MATCH PROGRAM REQUEST

1. Jurisdiction: **Fountain Inn**
2. Project Name: **DOWNTOWN REVITALIZATION AND TRANSPORTATION IMPROVEMENT**
3. Project Location: **Main Street (SC-Hwy 14)**
4. Project Size: **2 to 3 acres**
5. Project Description: **The City of Fountain Inn has applied for \$1.25 Million from the Federal Match Program that will be matched 50% by Fountain Inn for the Main Street Project (Phase II).**

The streetscape and transportation improvement area consists of Main Street - Phase II - Fairview to Jones Street on Main Street. Taper down: Fairview Street to Quillen Avenue and Jones to Knight Street (Hwy 418). Phase I - Depot, Jones, and Trade Streets.

Reconfiguration and Streetscape Improvements on Main Street from Fairview Street to Jones Street, focuses on the two blocks of the Central Business District in the historic downtown. Improvements will include narrowing Main Street from four lanes to one travel lane in each direction. Turn lanes at the intersections will be provided. Decreasing the number of lanes on Main Street provides an opportunity to widen the sidewalks to ADA compliance and install landscape buffers. The improvements will enhance the appearance of these key blocks, improve the pedestrian environment, connect to the City Wide Greenway System as an alternate mode of transportation, while assisting in sustaining and enhancing the business environment by making downtown a more comfortable, inviting place for economic development.

The project also includes lane restriping for taper downs on each end of the improvement area. On-street parking will remain, but will be widened to the meet AASHTO standards. The Improvement will encourage further revitalization of the downtown area, while serving as a transportation node and connecting the planned pedestrian plaza on Depot Street.

Depot Street Phase I – Approved as a SCDOT LPA project. Streetscape construction planned for fall 2011.

The space between the new Farmers Market Pavilion and the Chamber Visitors/Historical Center, also known as Commerce Park, will be the central gathering location for the entire 2-acre Depot Street improvement area. The highlight on this public space is a planned pedestrian plaza. The plaza will be landscaped to include low impact development features such as rainwater collection systems and an increase in pervious landscaping materials. In addition to ADA accessible 5' wide concrete sidewalks running along Depot Street, the two new buildings will be linked together by a pedestrian plaza that is located in the center of the open space. This plaza will include pedestrian benches and a gathering area for outdoor festivals. An open lawn will cover the rest of the space, with large canopy trees placed throughout to provide shade during summer events. The plant selection includes a variety of colorful and fragrant flowers that will soften hard edges and appeal to a person's senses. Also, shrubs, groundcover plantings, and fencing will be placed to provide a backdrop for the plaza and to act as a buffer for the railroad tracks.

The redevelopment of the area behind the existing buildings that front Main Street will spur the revitalization of the rear facades of the buildings. An 8' wide concrete walkway will run along the edge of the building and will tie into the existing plaza to the north and the existing sidewalk on the south end of the buildings. In addition, 21 on-street parking spaces and a 1,300 sq. ft. stamped concrete plaza will be located along Depot Street. The parking will help compliment the Depot Street realignment and the plaza which will be a public gathering spot. This project will also encourage adjacent buildings to offer outdoor seating and dining opportunities.

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