

MINUTES
GPATS STUDY TEAM COMMITTEE
July 29, 2019
Suite 400 – County Square
10:00 a.m.

MEMBERS PRESENT: Keith Brockington, Brennan Groel, Sarah Holt, Asangwua Ikein, Dale Satterfield, Jon Caime, Michael Holden, Lance Estep, Jeff Parkey, Lisa Mann, Greg Gordos, Dwyane Cooper, Valerie Holmes, Heshia Gamble, Paula Gucker, Nicole McAden, James Keel, Dyke Spencer, Mark Pleasant, Jessica Hekter, Erica Hailey, Casey Lucas, Christina Lewis, Todd Steadman, Heather Lollis, Clint Link, Rick Wyatt, Stephanie Jackson-Amell, Craig Nelson, and Brandon Madden

OTHERS PRESENT: E. Greene, D. Lackey, B. Sanderson, M. Bogart, D. Montgomery, E. Dillon, T. Confident, E. McMann, (inaudible), J. Walker, (inaudible), R. Garrett, B. Calister, J. Mustar, J. Mitchell, R. Ward, (inaudible), and T. Wright,

CALL TO ORDER/WELCOME

Keith Brockington called the meeting to order at 10:02 a.m.

Keith Brockington welcomed all in attendance and requested those in attendance to introduce themselves.

SCDOT PROJECT STATUS UPDATE

Casey Lucas addressed Study Team members with a brief update of projects which were included in the electronic agenda packet.

- S-164 Batesville Rd Widening Project construction began in the early part of June 2019. She advised SCDOT created a construction update website for this and the Woodruff Rd Widening Project due to inquiries SCDOT has received on these two projects and will share this information with everyone via email.
- SC-183/Jameson Rd Project hold was released in June and has been added back into the PE phase.
- Roper Mtn Rd and Roper Mtn Rd Ext Projects are receiving funding increases for their utilities phases to cover agreements. SCDOT is still in negotiation with Duke Power and the letting date has been moved to December 2019.
- Woodruff Rd Parallel Project's draft Environmental Assessment has been reviewed by FHWA and ICE is currently doing a noise study as well as a few more additional development surveys.
- SC-153 Intersection Improvement Project plans are completed but are still waiting on certified utilities.
- S-164 Gibbs Shoals Rd Project is completed with the exception of utilities.

- S-75 Mt. Lebanon Church Rd Project was let in July and awarded to E.S. Wagner Company.
- S-154 over Huff Creek Project is turnkey and the RFP advertisement was posted in June.
- Riverside Middle School TAP Project is currently in right-of-way and expected to be completed soon.
- Clemson University Trail TAP Project alternative design option around the lake has been accepted by SCDOT to avoid impacts.
- Pickens Downtown Doodle Connector and the City of Fountain Inn Woodside Park Connector TAP Projects have been packaged together and a consultant has been selected. She stated SCDOT is currently in negotiations and has ordered in-house surveys for both locations.
- Haywood Rd Sidewalk TAP Project funding has been approved for construction and SCDOT is currently working with the City in regards to the retaining wall design.
- Fairforest Way Project received the notice to proceed in July and bid opening is scheduled for August 20th.
- Fairview St over I-385 Project was awarded in July to NHM Constructors.
- West Georgia Rd Improvements Project is currently processing to secure a road on-call consultant.

Ms. Lucas made herself available for any questions.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM 2020-2025 AMENDMENT AC #1

Keith Brockington addressed members of the recent amendment change to the Transportation Improvement Program (TIP) financial statement. He advised, at the request of SCDOT, changes are being made to Roper Mtn Rd and Roper Mtn Rd Ext.

- Roper Mtn Rd
 - Shift Construction from FY19-20 to FY20-21
 - Increase FY21 Construction funding by \$1 million
- Roper Mtn Ext
 - Shift Construction from FY19-20 to FY20-21
 - Increase FY21 Construction funding by \$2 million

Mr. Brockington stated the Butler Rd Project changes were made after the electronic message was sent. He advised Butler Rd was increased to \$5.5 million for FY24 due to the FY16 through FY21 TIP's remaining cost amount not being carried over to the FY18 through FY23 TIP. He stated the total cost for this project is \$15.5 million and that this current TIP is being advertised through until August 19th.

Mr. Brockington made himself available for any questions.

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass TIP Amendment AC #1 recommendation to Policy Committee for approval. No objections or questions by consensus.

Highway SC-14 Corridor Study

Keith Brockington introduced Laurens County Administrator Jon Caime. Mr. Caime explained to the Study Team members, after three years of being with Laurens County, I-385 exit 22 and exit 19 are a focus of this study. He stated ZF Transmission Plant is a large employer in the state which has affected these exits, and that ZF Transmission Plant has recently received a large contract with BMW. He stated ground has been broken for the Connexial Industrial Park. Mr. Caime asked members to endorse the Hwy SC-14 Corridor Study and to pass it along to the Policy Committee for their endorsement. He introduced consultants Brad Sanderson and Mary Bogart with Thomas and Hutton to explain more about this study.

Brad Sanderson with Thomas and Hutton addressed members on the Hwy SC-14 Corridor Study. He stated the purpose of the study was to review traffic conditions along the corridor. He advised this was accomplished from traffic counts, field visits, speaking with the local communities, and background research. He stated there are concerns at intersection of Abercrombie Rd and Old Laurens Rd and connectivity issues from exit 19 to Old Laurens Rd. He stated Old Laurens Rd is a two-lane highway and there are constraints at this intersection with water line, overhead power, and fiber lines. He advised this infrastructure is located next to the roadways, and the railroad parallels the corridor which will be a constraint that will have to be considered. He stated, possibly, the need to add an Interstate connectivity to Friendship Church Rd located at exit 18.

Ms. Bogart continued the presentation with traffic count data in the corridor area. She stated the traffic counts began at the southern end of Friendship Church Rd, extended along SC-14 and Old Laurens Rd during peak hours, and included 24-hour tube counts at three locations. She advised SCDOT has a continuous count station just west of exit 19 which provided them with real time data. She stated data from this station was used in this study. She advised once the traffic counts were completed, a traffic model was then created.

Ms. Bogart stated the traffic model began with the current traffic situation and found the conditions to rank at a level C for service. She stated they did see delays at peak hour times near Abercrombie Rd which was most likely due to the railroad and northbound merging at exit 19.

Ms. Bogart stated the next step was to develop future traffic projections. She stated the first phase was a three year projection of projects that are currently there or have some development with industrial and residential. She advised phase two was a ten year

projection with the extent of development projecting rate of 4060 sq ft building space per year. Phase three was a twenty year projection.

Ms. Bogart stated phase one showed breakdowns in the southern end of the study area at Friendship Church Rd and SC-14 and also at Owens Rd and SC-14. She advised phase two showed more level of service E and F which could indicate congestion and delays. She stated these areas were Friendship Church Rd, Owens Rd, and touchdown point at exit 19, exit 19 ramps, intersections along the corridor, and areas in the northern section.

Ms. Bogart stated in the study it recommended three small scale improvements at Hunts Bridge Rd intersection with Old Laurens Rd at the northbound on ramp. She stated S Wood Dr is adjacent to the ramp and recommended relocating S Woods Dr to allow development of a standard intersection layout. She stated a traffic light or a roundabout at this location would make it an acceptable level of service. She advised the two lane southbound off ramp at exit 22 needs to be lengthened by 100 ft and signalized to bring the area to appropriate level of service. She stated the area at Woodfield Industrial Park, accessed by Old Laurens Rd, should include widening and traffic signals.

Ms. Bogart presented slides showing the concerns with these recommendations, indicating the northern end improvements were successful, however; there were still level of service problems at the eastern and southern areas of the project. She stated the problem areas are Friendship Church Rd at Frontage Rd and SC-14. She advised Owens Rd at both Old Laurens Rd and SC-14, which is adjacent to the railroad; all converge at one single touchdown point at exit 19. She stated it provides no access to the east side of I-385 and has limited access from the west side of I-385.

Ms. Bogart stated if exit 19 were improved, it would relieve the middle portion of the area and provide regional access, which would reduce the traffic congestion currently on Old Laurens Rd. She stated this study documents the need for highway improvements and requested SCDOT place the project on a program, which would then create an Interchange Justification Study (IJS) and would assist with getting funding in place. She stated an IJS would be a much more detailed study than the Highway SC-14 Corridor Study Thomas & Hutton completed. She advised the IJS would include more data such as accidents and alternative layouts, and it would bring in FHWA.

Mr. Sanderson presented further slides demonstrating options of a new interchange at Friendship Church Rd. He stated justification for a new interchange could be made between exits 18 and 19, which would provide relief and allow traffic to proceed towards the industrial corridor. He recommended a solution needed to be done due to the intersection's failure. He stated this could be achieved by either improving exit 19, adding a new interchange, or combining the two together.

Mr. Sanderson and Ms. Bogart made themselves available for any questions.

A question was asked if congestion predicting is more commuter employment or freight related with consideration on the industrial side.

Mr. Sanderson stated it was more employee related.

A question then was asked if there would be more commuter related type of transportation considered such as transit.

Mr. Caime responded that Laurens County is interested in working to provide transit to this area.

Question then was asked what the frequency on the rail line is.

Mr. Sanderson advised there are one railcar and one storage line.

Keith Brockington suggested the Study Team members make a recommendation on endorsement to be given to Policy Committee at their August 19th meeting. He stated if Policy Committee gives their endorsement, this would allow Staff, Study Team, and Policy Committee to develop projects from the report which could be amended into the LRTP based on eligibility and location. He advised the ZF Transmission Plant is partially in the GPATS boundary and that I-385 exit 22 is in GPATS boundary. He stated exit 19 is on the edge of GPATS boundary; however, it impacts the GPATS area and, possibly, the area will be placed into GPATS boundary when it expands again after the census. He asked FHWA if they had any thoughts on this study.

Jessica Hekter, with FHWA, had staging questions regarding I-385 exit 19 and the interchange changes. She stated policy points need to be navigated with FHWA. The Interchange Modification Report (IMR) and Intergovernmental Review (IGR) are usually done in partnership with the NEPA document that is well into the preliminary engineering. She stated it could be different if local funding sources are going towards the two; however, these types of projects are well outside the scope of an MPO to take on. She advised SCDOT does a Feasibility Study which will probably use this study to assist them to determine the scope, scheduling the cost of the projects, and rank the projects. She stated the next process would be for SCDOT to rank the projects. She stated if there were smaller intersection improvements or operational items which can be broken off and that GPATS wants to approach then these projects would need to be ranked within Guidesshare.

Question was asked if Laurens County CTC fund could be used for intersection improvements near intersection exit 22.

Mr. Caime stated Laurens County, after three years, has just recently qualified and presented to their Council a Roads Inventory. He stated there is about \$40 million in pavement funds needed, and they have generated \$650 thousand through CTC funding. He stated, at the current level of funding, a ten year projection was done and the results showed it would increase from a \$40 million problem to a \$100 million problem. He

stated Laurens County has not done the bridges or pipes at this time which will increase the amount needed.

Question was asked if there were other economic development or corporation funds which could be considered.

Mr. Caime advised there is potential for these kinds of funds. He stated the current idea is to do smaller projects which are doable and can be done now. He realizes this will outlive his term and possibly many others to come. He believes Laurens' portion of the GPATS boundary area was included after the 2000 census.

Mr. Brockington advised the Fountain Inn portion was included in the 2000 census and GPATS' study area was expanded again after the 2010 census.

Mr. Caime stated Laurens County has not done any planning nor been involved with GPATS during these past years to help themselves. He stated the area is going to grow and will continue to grow with a lot of potential. He advised the goal is to get the projects in for funding sources. He stated this would then determine the priorities allowing projects to be broken off into manageable projects which would be applicable for GPATS, FHWA, and Economic Development Projects.

Question was asked what the total cost for the improvement would be.

Mr. Caime stated today's total cost would be \$65 to \$70 million.

Question was asked if I-385 exit 19 would be open or closed when the new exit was created.

Mr. Sanderson advised it had yet to be determined. He stated the IJS shows the need for a new interchange at Friendship Church Rd. He advised the today's total cost of \$65 to \$70 million included everything from the cost of right-of-way, construction, etc.

Mr. Brockington advised members the task is to recommend or not recommend endorsement to Policy Committee. He stated the request is to endorse.

Question was asked to clarify exactly what is being endorsed.

Mr. Brockington stated it would be endorsing the results of the study so Staff, FHWA, and Laurens County can develop projects which could be amended into the LRTP or endorse for other jurisdictions to handle.

Recommendation: Mr. Brockington asked for any objections from the members to pass recommendation to Policy Committee for endorsement of the Highway SC-14 Corridor Study. No objections or questions.

GPATS INTERACTIVE MAPPING PROJECT

Asangwua Ikein addressed members on the GPATS Interactive Mapping Project presentation. He stated this online project will assist with questions from people wanting more information about a project. He advised the project began with GPATS TIP projects, STIP projects, and crash data from SCDOT. He presented a slide of the first created interactive map showing the TIP Projects, SCDOT Projects, Intersection Improvement Projects, and Corridor Projects. He stated there is a live link but has not been made accessible to the public yet. He continued the presentation by using the link to show members how to navigate the map. He used the example of local SC-153 TIP Project. He stated the map showed the median improvements, new highway segment, and contact person phone number or email. He stated TIP document will, at a later date, be attached when the capability is available so the breakdown can viewed for a project. He stated he is continuing to update the project by eliminating overlapping projects that are on the STIP but do not appear in the TIP at a local level. He showed an example of selecting red dash marks. He stated it showed preservation and the person of contact but suggested these projects are possibly rumble strips on highway roads. He stated the site will also show completed and future projects.

A suggestion was made to change the color of the gray dots for vision projects.

Mr. Brockington advised this was intentional due to it representing projects that are not funded and to highlight those which are currently in progress or funded. He stated the color scheme is better on a computer screen or mobile phone.

Mr. Ikein stated this is an ongoing project and asked the members for their questions or comments to assist with the development.

Mr. Ikein made himself available for any questions.

Question was asked if a link would be provided or if they would have access to the online mapping project.

Mr. Brockington stated an email with the link would be sent after the meeting.

Mr. Ikein advised there may be projects which are currently happening but are not on the map and has asked if members would advise him with any comments, questions, or suggestions to update the project.

Mr. Brockington stated this is only the first step in a much larger intention. He advised this is very similar to the SCDOT Project map and a lot of the information used is from the SCDOT Project map. He stated the intention for GPATS is to include all projects within GPATS region.

Mr. Ikein showed another slide of the crash data gathered recently from SCDOT. He stated the data showed crashes of drivers, pedestrians, or cyclists from 2014 through

2018. He advised an address can be searched to view the accidents which have occurred in the area. He advised an analysis tool cannot be added at this time due to the only way to view the data involved the viewer be a member of the ARC online website. He stated a follow up crash data report will be done in the future and that the most dangerous roads in the GPATS region are arterial roads.

Mr. Brockington advised this is the beginning and with hopes to expand the effort to include other jurisdiction analysis, bicycle and pedestrian projects, and bicycle and pedestrian data. He stated if anyone has suggestions, comments, or feedback to direct them to Asangwua Ikein.

A comment was made that, for someone who does not have Transportation Planning background, it needs to be more user friendly if GPATS wants the general public to be able to understand what they are viewing and how there are so many acronyms used.

Mr. Brockington advised GPATS is cognizant of this. He stated GPATS will be continually making it more legible, more readable, and wants to make this more user friendly and consumable to the public.

OLD BUSINESS

Lance Estep addressed the members with an update on the Freight Study. He stated they received three proposals submitted from the RFP. He advised the review committee narrowed the proposals to two. He stated after the presentations from the two consultants, a decision should be made and be working by the end of August. He stated he will continue to update Study Team at the meetings.

Valerie Holmes addressed the members with an update on the City of Greenville Downtown Transportation Master Plan. She advised a public survey was recently completed on June 23rd and a public meeting was held July 16th. She stated the survey gathered 786 responses but did not have the final tally from the meeting. She stated the public meeting was not well attended, as they expected, but possibly it was due to the positive turnout from the online survey. She asked Jennifer Mustar with HDR if she could comment further.

Ms. Mustar advised HDR is currently identifying all the areas resulting from the study and working on the area which was polled from the public meeting.

NEW BUSINESS

Keith Brockington announced Besty McCall was unable to attend this meeting due to SCDOT Regional presentation to all the MPOs and COGs to present the Guideshare Feasibility Reports. He advised Besty McCall will be presenting at the September Study Team and October Policy Committee meetings on how the Feasibility Reports impact the GPATS process.

Keith Brockington announced the Greenville County Transit Oriented Development Study (TOD), which is funding out of Greenville County, was placed in the GPATS UPWP due to being an FTA grant. He stated they are waiting on coordination and approval from FTA.

Lance Estep announced SCDOT will be holding their Regional Road Show at Greenville County Square Suite 400 August 7th at 10:00 a.m. to 12:00 p.m. He advised public is welcomed to attend.

Keith Brockington advised an email reminder for the SCDOT Regional Road Show will be sent.

Question was asked what the SCDOT Regional Road Show is.

Mr. Brockington advised an agenda has not been received yet.

Mr. Estep advised the event will be State of the State and that last year was more of an introduction. He stated this year SCDOT wants to go beyond and speak about the Statewide Transportation Plan. He advised this is a public meeting but it will not be advertised.

ADJOURNMENT

Without objection Mr. Brockington adjourned the meeting at 11:02 a.m.



Submitted by Recording Secretary