

MARK CLARK PROJECT
UPDATE TO COUNCIL
APRIL, 2013

DECEMBER 2012

- Council approval to move forward with the project
- Letter sent to SCDOT to resume right of way purchases

JANUARY, 2013

- Prepared a draft Local Public Agency Agreement for internal review
- Prepared a draft modified Intergovernmental Agreement that is being reviewed internally
- Conducted a project kickoff meeting with SCDOT
- Held an agency meeting with SCDOT, Corps of Engineers, FHWA, etc.
- Staff (Public Works, Greenbelts, GIS, Transportation Development) continues to quantify and evaluate residences within 1000' of the proposed alignment of the project for diminished value, began a study of road and drainage opportunities within 1000' of the proposed alignment, and is exploring opportunities to preserve green space adjacent to the right of way

FEBRUARY, 2013

- Prepared a draft RFQ for professional services for internal review
- Project status meeting (Admin, Legal, Greenbelts, PWD, Transportation, GIS)
- 85 potential properties have been identified as possible green space parcels along the Mark Clark Project
- Current project team met with the BCDCOG to review all existing plus committed projects in the transportation plan for inclusion into the updated traffic analysis
- Work has been re-started on the environmental document, and modifications are being analyzed
- Staff is preparing documents and displays for a public information presentation tentatively being planned for late May 2013

- Received response from our 12-19-13 letter to SCDOT and SCTIB regarding request to purchase hardship and protective right of way and complete the environmental document
- There are 3082 parcels within 1000' of the proposed right of way. Maps are being prepared to illustrate this, and an analysis of these parcels is underway.
- First Draft of the 1000' maps completed. Staff continues research of criteria to establish an objective analysis of the potential diminution in value of these parcels. (tools being used include the Land Use plan, Draft Noise analysis, and Socioeconomics and Communities chapters of the Draft EIS, along with several other case studies that have been conducted over the last decade across the nation.
- Established 2 alternative alignments for connector road "B" to be considered in the environmental analysis.
- Processing the 4Hardship and /or protective right of way requests (per uniform act requirements)
- Weekly progress meetings with SCDOT continue.
- Field surveys began to determine the environmental, and right of way impacts of the two alternatives identified for Connector Road "B"
- SCDOT staff began preparing written responses to comments received by the public.

MARCH, 2013

- Submitted the modified Intergovernmental Agreement to the South Carolina Transportation Infrastructure Bank for review and approval
- By virtue of the approved design criteria, a 200' right-of-way and a mainline speed limit of 45mph, the project is no longer considered an expressway and will not carry the 526 Shield.
- SCDOT is proceeding with the development of the final Environmental Impact Statement (EIS) of the recommended preferred alternative. The design is being further refined, and environmental and traffic studies are being completed. Work associated with the finalization of the EIS and the associated federal approval process by FHWA and USACOE is expected to take approximately 12-18 months.

APRIL, 2013

- To update the progress of the advanced right-of-way acquisitions, SCDOT, with federal concurrence, is proceeding with the acquisition of the Graham Finch/Phyllis Hanniford property, and is currently processing 6 other requests.
- The scope of the draft RFQ for Project Management and Construction Engineering Inspection services was submitted to SCDOT for review and concurrence.