

Capital Project Sales Tax (CPST) Commission Project Questionnaire

Highway 378 Corridor Improvements

1. Project Description, Sponsoring Entity/Entities, and Official Statement(s) of Ongoing Support

- A. Define the project in general terms. Include the scope of services it would provide, the community of users it will serve, and its proposed geographic location.

Highway 378/Sunset Boulevard has an average daily traffic count between 20,000 and 27,000 in the project area (per SCDOT). The proposed project would look at improvements to signalization along the corridor, which would be focused on improving traffic flow east of the I-26 interchange. This project will be beneficial not only to residents and businesses, but to all visitors as Sunset Blvd is a major gateway into the City of West Columbia and home to Lexington Medical Center.

- B. Who would own the project upon its completion? [Under the CPST COMMISSION statute, completed projects must be owned by the County, a municipality, a special purpose district (e.g. water and sewer authority), or some combination of qualifying entities; limited exceptions provide for joint ownership of CPST COMMISSION projects by school districts with other public entities.]

The City of West Columbia will own the signalization equipment.

- C. Is the proposed project eligible for CPST Commission funding *under § 4-10-330 (A) (1) of the South Carolina Code of Laws 1976, as amended*? If so, cite the specific subparagraph under which it qualifies.

The Highway 378 Corridor Improvements DO qualify for funding according to § 4-10-330 (A) (1)(a) – *Projects Located within or without, or both within and without, the boundaries of local government entities, including municipalities for highways, roads, streets, bridges, and public parking garages and related facilities.*

- D. Include a letter from an authorized officer, or officers, of the public entity/entities stating its/their agreement to meet all ongoing cost obligations, as well the entity's/entities' support for the project. Support must be evidenced by formal action of the board(s), commission(s), council(s), or other governing body/bodies of the affected public entity/entities.

See Attached

- E. Would the project generate revenues? If so, provide estimates of these revenues and indicate the names of all entities expected to receipt them. How would these revenues by expended? This project is located at a gateway to the City which houses numerous restaurants and retail establishments. This project allows for easier access and traffic flow which will be a return on investment.

2. Site Planning for Project Implementation

- A. Provide a plat, tax map, or preliminary engineered drawing of the site identified for the physical location of this project. Indicate on the plat, tax map, or preliminary engineered drawing all access points proposed for the use by the public, the approximate locations of all utilities and roadways (distinguish proposed and existing), and other features relevant to the proposed project. Is it anticipated that easements and/or encroachment permits may be required?

See attached map of proposed signalization locations for this project. No additional easements will be needed for this project.

- B. Provide the best publicly available topographical survey information suitable to the project's purpose and indicate the magnitude of any site development costs (including "earth moving") the project will require. Indicate the proposed project location on the topographical survey map obtained for this purpose.

There will be minimal earth moving associated with this project as the sites consist of existing traffic signalization.

- C. Indicate on the plat, tax map, preliminary engineered drawing, or topographical survey map required under either paragraph 2A or 2B above the proposed location of the project (construction) and any ancillary uses (e.g. parking, storage, drainage, etc.) associated with it.

See attached Project Location Map.

- D. If the project is provisionally approved for inclusion on the referendum ballot, is sponsoring entity/are the sponsoring entities financially able to provide soul and environmental testing needed to assure the property's suitability for the project, if requested to do so by the Commission?

If testing is determined necessary, it will be provided for the project.

- E. Is the property being recommended for this use currently under the ownership of the proposing or sponsoring public entity/entities for obtaining the needed property?

SCDOT owns the traffic signals, and any signalization equipment would be owned by the City of West Columbia.

- F. Do any easements, zoning regulations, covenants, or other restrictions apply that would present obstacles to using this property for the proposed project?

No. There are no such obstacles to this project.

- G. List all adjoining parcels by tax map number; generally describe the existing land uses for each parcel (e.g. residential, commercial, industrial, agricultural, etc.); describe any potential impacts (positive or negative) that the proposed project would have on these existing land uses.

The project selected for enhancement is located within an existing commercial corridor, where there is a high density of West Columbia/Lexington County traffic.

3. Construction Planning and Budgeting

- A. Provide square footage (size) estimates and building-use descriptions of all structures and ancillary uses proposed for location on the project site. Provide a total cost estimate for the construction portion of the project, including building, engineering, architectural, and project management costs.

Consideration for the addition of adaptive signalization throughout the project area is contingent upon the operator, whether that be SCDOT or a local entity. We are currently looking to develop an estimated cost between the two options, but we have assumed that each intersection will include adaptive signalization and managed by an entity with an existing network. Approximate total project cost is \$400,000.

- B. Indicate approximate costs for other project-related expenses that may apply”

 N/A Land Acquisition

 N/A Land Clearing

 N/A Landscaping

<u>N/A</u>	Fencing
<u>N/A</u>	Drainage
<u>N/A</u>	Exterior Lighting
<u>N/A</u>	Security Systems
<u>N/A</u>	Wiring/Fiber Optics/Connectivity
<u>N/A</u>	Utilities (Connections, Septic, etc.)
<u>N/A</u>	Parking
<u>N/A</u>	Other (identify and describe)

C. Provide estimated on facility expansion needs over the twenty (20) years subsequent to initial construction of the proposed structure.

There are no known expansions planned for these facilities.

D. Describe the predominant construction material types for each structure and the expected useful life of these materials. **Steel, metal, and asphalt**

E. Provide an estimated cost of all furniture needs for the project. **N/A**

F. Will the proposed structures include design elements aimed at achieving energy efficiency? If so, please describe these design elements and their anticipated effectiveness. **All projects will be constructed with energy efficiency in mind and will incorporate as many green initiatives as possible.**

G. Describe provisions the entity will make for unforeseen cost overruns (e.g. project scope/size reductions in the event of bid overages, entity-generated funding to augment CPST COMMISSION revenues), and provide a firm indication that the entity understands that funding from the CPST COMMISSION will likely be limited to balloted amounts.

West Columbia understands that the funding of this project will be the full responsibility of the city per the amount estimated for the project. Signalization improvements will be conducted until the funds are no longer available.

H. If funding were available : 1) When would design be completed 2) When would construction be started 3) When would construction be completed?

The project is anticipated to take 18 months from design to implementation.