

## South Lake Drive (SC 6) at I-20 Adaptive Signals

### Capital Projects Sales Tax (CPST) Commission Project Questionnaire and Submission Checklist

Instructions and General Requirements: Entities requesting funding from the Capital Projects Sales Tax bear the responsibility of providing reliable cost estimates and other critical information concerning their project proposals. An entity's failure to provide this information may cause its project submission to be determined ineligible by the Commission. In order to be considered eligible, all proposals must be accompanied by the required answers to all inquiries made below. (Exemptions from requirements may be approved by vote of the CPST, contingent upon satisfactory justification being shown.) Incomplete responses or omissions of responses may cause projects to be excluded from the 2022 CPST Commission ballot question. In addition to including the information requested below, each project proposal submission must be accompanied by a cover letter from a qualifying entity or entities that will own and/or operate the facility/project once its construction is completed. In addition to the required cover letters, representatives of affected entities must include for each project submission a copy of this instruction form, complete with signatures acknowledging its content.

#### Acknowledgement of Receipt of Project Questionnaire Checklist and Instructions:

As authorized representative for **The Town of Lexington, I, J. Randy Edwards, PE (Director of Transportation)**, certify that I have received the CPST Commission's Project Questionnaire and Check List, and that I have read and understand its requirements.

Signature: \_\_\_\_\_

Date: February 8, 2022

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## 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 would serve, and its proposed geographic location.

### Project Summary

This project would upgrade the traffic signals at 4 intersections in the I-20 area to adaptive that adjusts traffic signal timing for maximum efficiency.

### Project Description

This project includes the addition of adaptive signalization to four intersections associated with the I-20 interchange with South Lake Drive (SC6). In this area, South Lake Drive carries 20,800 vehicles per day. The upgrade to the traffic signals at these locations includes the installation of traffic detection cameras that monitor real-time traffic flow patterns and adjust traffic signal timing for maximum efficiency, Bluetooth travel time monitoring devices, and pre-emption control devices for emergency vehicles. This system is proven to reduce crashes, delay, vehicle emissions, and fuel consumption. The signals would be maintained by the Town of Lexington and would be part of their system that includes 30 currently operating and 17 additional signals under construction in and around the Town. Overall, the project will have a minor impact to surrounding geographic area but will provide significant improvements for the local population.

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.]

These roads are currently owned and maintained by SCDOT and would remain after completion of the project. The traffic signals would be maintained by the Town of Lexington.

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.

Yes, under subparagraph (A)—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 cover letter from the Town of Lexington's authorized officer.

The project was also included in the Town of Lexington Local Transportation Improvement Plan. This plan was adopted by Town Council in 2018.

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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 be expended?

No. Traffic congestion deters economic growth directly and indirectly for all affected local business and residential communities, in addition to increasing fuel consumption. While this project will not generate immediate receipts, the long-term effects of in-action will continue to impact the citizens of Lexington County.

### 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 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 drawings. Easements and/or encroachment permits will be required.

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.

See attached drawings.

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

See attached drawings.

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

Soil and environmental testing for transportation projects are included within the scope of services required for the design and preliminary engineering.

E. Is the property being recommended for this use currently under the ownership of the proposing or sponsoring public entity/entities? If not, what are the specific plans of the sponsoring entity/entities for obtaining the needed property?

The roadway will remain under SCDOT maintenance, and the signals would be maintained by the Town of Lexington. The project is not expected to require additional right of way from affected adjacent parcels within the project corridor.

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

There are no anticipated obstacles for 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); and describe any potential impacts (positive or negative) that the proposed project would have on these existing land uses.

None

The project will not have an adverse impact to adjoining parcels and will have a positive impact to the traveling public.

### 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.

The project has no buildings.

The estimated cost for this project is \$ 560,100.

Contingencies for inflation and unforeseen costs are included in the cost estimate.

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

Engineering:	\$46,700
Right of Way:	N/A
Utility Relocation	N/A
CEI:	\$46,700
Construction:	\$466,700
Total:	\$560,100

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

Transportation projects are designed and built based on a 20-year design life, which will accommodate future traffic patterns that are expected due to anticipated traffic growth.

D. Describe the predominant construction material types for each structure and the expected useful life of these materials.

As a transportation project, traditional construction materials for transportation projects will be used.

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E. Provide an estimated cost of all furniture needs for the project.

As a transportation project, there are no furniture needs associated with this project.

F. Will the proposed structures include design elements aimed at achieving energy efficiency? If so, please describe these design elements and their anticipated effectiveness.

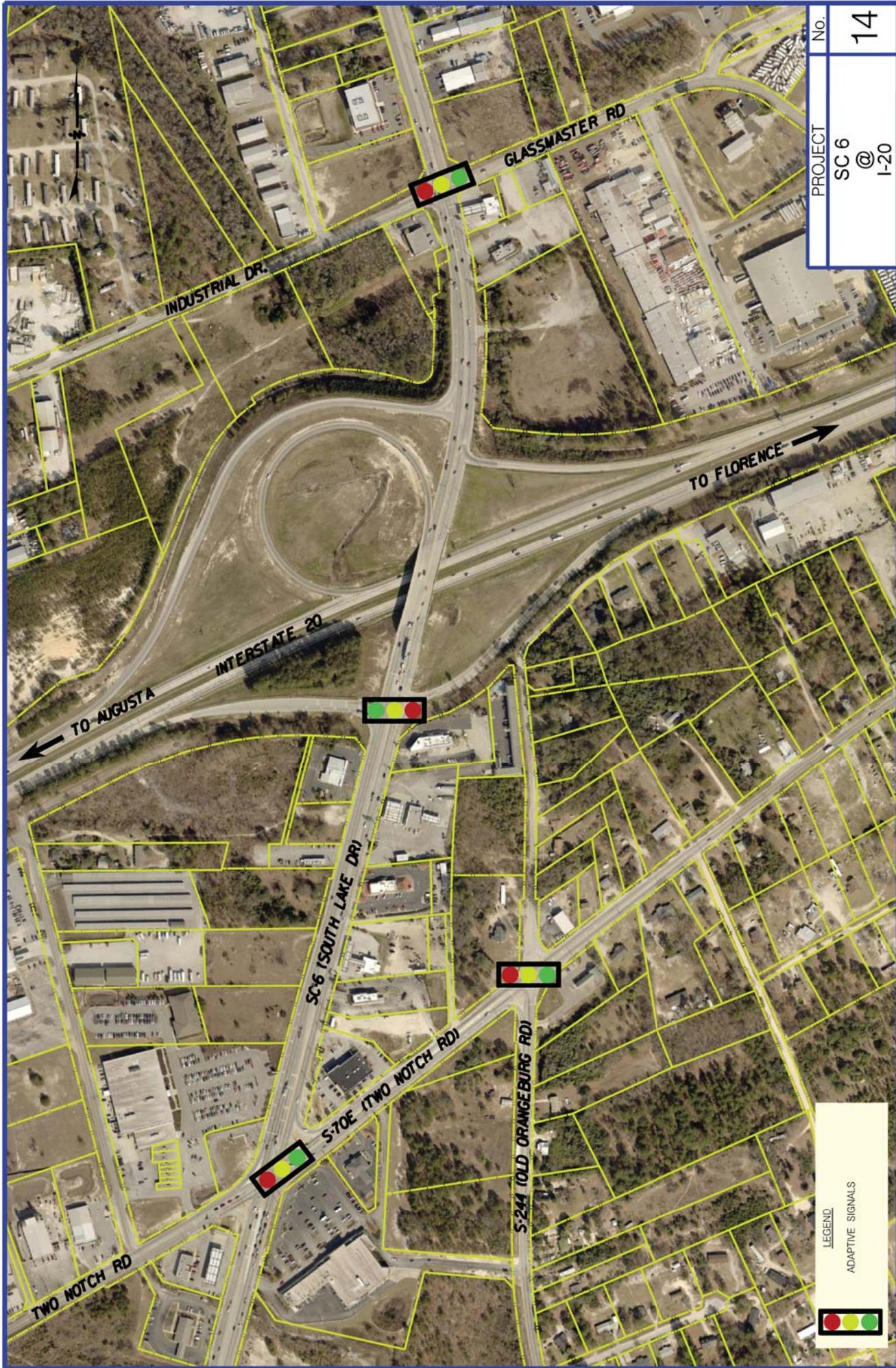
As a transportation project, no buildings are proposed for location within the project site. However, by providing improved efficiencies a reduction in travel time and congestion will be experienced in this area of Lexington County. These have a direct impact on fuel consumption and traveler safety.

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 will likely be limited to balloted amounts.

Any unforeseen cost overruns shall be mitigated through project scope reductions to maintain the scope within the allotted project budget. This project will be managed throughout preliminary engineering by reviewing and developing cost estimates at the preliminary, right-of-way, final design, and construction stages of the project.

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

- 1) Engineering is anticipated to take approximately 6-9 months.
- 2) Construction would begin approximately 4 months after the project is bid.
- 3) Construction is anticipated to be completed in 6-9 months.



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