



**Richland County Council**  
**DIRT ROAD AD HOC COMMITTEE**  
 April 23 2019– 3:30 PM  
 4<sup>th</sup> Floor Conference Room  
 2020 Hampton Street, Columbia, SC 29204

Dalhi Myers District 10	Chakisse Newton District 11
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1. **CALL TO ORDER**
2. **ADOPTION OF AGENDA**
3. **ELECTION OF CHAIR**
4. **COUNTY MAINTAINED ROADS VS. PRIVATE ROADS [PAGES 2-25]**
5. **E911 PROCESS [PAGE 26]**
6. **ONE DRIVEWAY PER RESIDENCE [PAGES 27-28]**
7. **ALTERNATIVE METHODS OF PAVING OR IMPROVEMENTS [PAGES 29-30]**
8. **ADJOURNMENT**



Special Accommodations and Interpreter Services Citizens may be present during any of the County’s meetings. If requested, the agenda and backup materials will be made available in alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), as amended and the federal rules and regulations adopted in implementation thereof. Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the Clerk of Council’s office either in person at 2020 Hampton Street, Columbia, SC, by telephone at (803) 576-2060, or TDD at 803-576-2045 no later than 24 hours prior to the scheduled meeting.



**Committee Agenda Briefing**

**To:** Chair of the Committee and the Honorable Members of the Committee  
**Prepared by:** Christopher S. Eversmann, PE, Deputy Director  
**Date Prepared:** April 19, 2019 **Meeting Date:** April 23, 2019

<b>Approved by:</b>	Acting County Administrator	John Thompson, Ph.D.
<b>Legal Review</b>	N/A	<b>Date:</b>
<b>Budget Review</b>	N/A	<b>Date:</b>
<b>Finance Review</b>	N/A	<b>Date:</b>
<b>Other Review:</b>	N/A	<b>Date:</b>

**Committee**

**Subject:** County Maintained Dirt Roads versus Private Dirt Roads

**Recommended Action:**

None – This Briefing Document (BD) is for information.

**Motion Requested:**

None.

**Fiscal Impact:**

The maintenance of public roads within the County Road Maintenance Network is incorporated into the annual operating budget of the Roads & Drainage Maintenance Division (RDM), Department of Public Works (DPW). Expansion of that network and its associated maintenance will require additional resources.

**Motion of Origin:**

This request did not result from a Council motion.

<b>Council Member</b>	N/A
<b>Meeting</b>	N/A
<b>Date</b>	N/A

**Discussion:**

Chapter 21 of the *Richland County Code of Ordinances* addresses County “Roads, Highways, and Bridges.” Section 21 – 5 is titled “Maintenance of unpaved roads.” Attached is Chapter 21 of the Richland County Code for reference.

A primary mission of the Roads & Drainage Maintenance Division (RDM) of the Department of Public Works (DPW) is the maintenance of the County Road Maintenance Network. The County Road Maintenance Network consists of public roads, maintained by Richland County, within the unincorporated area of the County. The County Road Maintenance Network consists of both paved and unpaved roads. The network and its attributes, such as ownership, are documented in the County’s Geographic Information System (GIS) as well as the files of the County Engineer (EGR).

Typically, paved roads are located within developed subdivisions and are deeded to Richland County as part of the development process. They are constructed to established County standards and the Right-of-Way is owned by Richland County. Their maintenance is unambiguous.

Unpaved roads, however, are typically located within rural areas and are maintained based on a less formal, prescriptive easement that is established based on a 20-year (or more) history of maintenance by County forces and equipment. Unlike paved roads that are the product of engineering design, unpaved roads are more the product of evolution and have been established over time. RDM forces “maintain what’s there” and things like Right-of-Way limits are typically not surveyed or documented.

A practice employed by some public works agencies with rural road maintenance responsibilities is to color code street name signs as an *easy reference for motorgrader operators* who maintain these roads. This color coding is directed in Section 21-10, Paragraph (a).

**Attachments:**

1. Richland County Code, Chapter 21. Roads, Highways, and Bridges.

Print

Richland County Code

## CHAPTER 21: ROADS, HIGHWAYS AND BRIDGES\*

\***Cross reference(s)**--Department of public works and utilities, § 2-192 et seq.; buildings and building regulations, Ch. 6; garbage, trash and refuse, Ch. 12; hazardous materials, Ch. 13; motor vehicles and traffic, Ch. 17; planning, Ch. 20; vehicles for hire, Ch. 25; drainage, erosion and sediment control, § 26-202; land development, Ch. 26.

**State law reference(s)**--County supervision of roads, S.C. Code 1976, § 57-17-10.

### ARTICLE I. IN GENERAL

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#### Sec. 21-1. Purpose.

The purpose of this article is to define the mission, responsibilities and limitations of the department of public works with regard to maintenance and construction of road and drainage infrastructure in the county.

(Ord. No. 005-03HR, § I, 1-21-03)

#### Sec. 21-2. Jurisdiction.

The provisions of this article shall apply to all lands within the jurisdiction of the county and within the jurisdiction of those municipalities that agree, through intergovernmental service contracts, to have these provisions administered within their corporate limits.

(Ord. No. 005-03HR, § I, 1-21-03)

#### Sec. 21-3. Definitions.

The following definitions apply to words and terms used in this article. All other words shall have their customary meanings:

(a) *"C" Construction Program.* A state program by which state gasoline tax revenues are shared with counties for transportation and road construction activities. The funds involved are commonly referred to as "C" funds and they are used at the discretion of a County Transportation Committee (CTC) appointed by the county's Legislative Delegation pursuant to section 12-28-2740 of the S.C Code of Laws.

(b) *County*. Richland County, South Carolina, its county council or its administrative staff acting on its behalf.

(c) *County road maintenance system*. All those public highways, streets and roads, paved and unpaved, that have been dedicated for public use and accepted by the county as prescribed in this chapter and which have not been accepted for maintenance by any other public entity.

(d) *Driveway*. Any paved or unpaved way located on a single parcel of property and intended for vehicular access from a highway, street or road to one or more residences located on that parcel.

(e) *Easement*. A grant to the general public, a corporation, a specific person or persons or a public entity of the right to use a strip or parcel of land for a specific purpose. Fee simple title to the land remains with the grantor.

(f) *Easement and right-of-way deed*. A legal document by which an easement or right-of-way, as defined herein, is granted by a property owner to the county. This document is executed by the property owner (grantor) and the County and recorded in the office of the Richland County Register of Deeds so that the easement or right-of-way becomes a permanent part of the public record and binds the grantor's successors in title to its provisions.

(g) *Highway, street or road*. The terms "highway", "street", and "road", as used herein, shall be general terms denoting a public way for the purpose of vehicular travel. The terms shall refer to the entire area within the right-of-way to include roadways, pedestrian facilities, bridges, tunnels, viaducts, drainage structures and all other facilities commonly considered component parts of highways, streets or roads. These terms are used interchangeably herein.

(h) *Prescriptive easement*. An easement acquired for a specific purpose by long continued enjoyment or usage of property for that purpose. To a certain extent, it resembles title by adverse possession but differs to the extent that the adverse user acquires only an easement and not title. To create an easement by "prescription", the use must have been open, continuous, exclusive and under claim of right for the statutory period, which in the state is twenty (20) years.

(i) *Private road*. As it is used in this article, a private road refers to a road that is not maintained by any public entity such as the County, the South Carolina Department of Transportation (SCDOT) or a municipality. Depending upon the granting of easements and accepted use, private roads may be used by those other than the property owners.

(j) *Public road*. A public road refers to a road that is maintained by a public entity. This would include all roads in the county road maintenance system. In this case, the public is clearly entitled to use the road.

(k) *Through road*. A road that connects two (2) different paved roads.

(l) *Quit-claim deed*. A deed of conveyance that is intended to pass any title, interest or claim which the grantor may have in the premises, but not professing that such title is valid, nor containing any warranty or covenants for title.

(m) *Right-of-way*. A strip or parcel of land occupied or intended for occupancy by a street, road, railroad or other special use. Fee simple title may or may not be granted to the agency or entity acquiring the right-of-way, but the property is dedicated exclusively for the intended use and is platted separately and distinct from the adjoining lots or parcels.

(n) *Alternative maintenance paving.* A county paving program by which qualifying light duty/low volume unpaved public roads may be paved using non- standard paving or treatment methods.

(o) *Light duty/low volume unpaved road.* Unpaved roads with average daily traffic limited at 400 vehicles per day.

(Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 011-09HR, § I, 2-17-09; Ord. No. 043-14HR, § I, 7-29-14)

#### **Sec. 21-4. Drainage on private property.**

(a) Drainage improvements and/or maintenance will be undertaken by county forces on private property only:

(1) When the drainage system involved has been designed, approved and constructed in accordance with the county's Stormwater Management, Erosion and Sediment Control Regulations (§§ 26-202, 26-203) and accepted by the county, or

(2) When there is a clear and substantial public interest served in doing so and drainage easements are granted to the county on all of the property involved. Improvements and/or maintenance with an estimated material cost in the amount of five thousand dollars (\$5,000) or less may be approved by the county administrator. Drainage improvements and/or maintenance in excess five thousand dollars (\$5,000) in material costs shall be reviewed and approved by the county council. For the purpose of this section, a public interest is defined as:

- a. The correction of a serious health hazard or environmental concern, as designated by county or state health officials, affecting multiple residences.
- b. The correction of a malfunction or inadequacy of the drainage system within the right-of-way of a publicly maintained street or road.
- c. The correction of drainage problems associated with projects constructed by the county.
- d. The maintenance of the structural integrity of the existing drainage infrastructure of the county.
- e. The improvement of drainage for the benefit of the community. To benefit the community, drainage improvements must eliminate flooding that directly affects a minimum of four (4) residences and/or businesses situated on individual lots or inundates a public road. Note: Correction of minor ditch erosion problems on private property will not be considered a substantial public interest.
- f. However, correction of minor ditch erosion problems on private property will not be considered a substantial public interest.

(3) Emergency maintenance and/or improvements of private drainage facilities, including natural resources (such as streams), may be undertaken when the following conditions exist and the requirements of Subsection (a) (2), above, cannot be met:

a. The correction of a serious health or environmental hazard, as designated by county or state officials, affecting a single residence and beyond the ability of an individual property owner to resolve.

b. Improvements and/or maintenance that eliminate flooding of less than four (4) residences and/or businesses.

c. Improvements and/or maintenance of an existing drainage facility, failure of which may result in property damage to downstream properties or potential loss of life.

d. The provision of emergency maintenance will not create a maintenance responsibility for Richland County. A temporary right-of-entry will be required of the property owner, covering only the time which the emergency maintenance is performed.

Improvements and/or maintenance with an estimated material cost in the amount of five thousand dollars (\$5,000.00) or less may be approved by the county administrator. Drainage improvements and/or maintenance in excess of five thousand dollars (\$5,000.00) in material costs shall be reviewed and approved by County Council.

(b) Easements or temporary rights-of-way must be obtained for any existing or proposed drainage facilities on private property before any work is performed thereon by county forces. Easements for maintenance of drainage facilities constructed without the county's approval of plans or inspections will not be accepted unless the property owners execute a hold harmless agreement and release the county from all claims resulting from deficiencies of the facilities.

(c) Except where the county has accepted an easement for maintenance of drainage facilities on private property as provided herein, maintenance is the responsibility of the property owner.

(Code 1976, § 8-1001; Ord. No. 452-77, § 1, 10-26-77; Ord. No. 2372-93, § I, 11-16-93; Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 037- 14HR, § II, 7-1-14)

### **Sec. 21-5. Maintenance of unpaved roads.**

(a) The department of public works shall maintain all unpaved roads of the county which have been dedicated for public use regardless of whether or not the dedication was by law or usage. Those roads determined to have been dedicated shall be considered to be a part of the county road maintenance system.

(b) For purposes of ascertaining dedication by usage or by maintenance by the county, all unpaved roads which have been used by the public and/or maintained by the county for a period of twenty (20) years or more shall be deemed dedicated and shall be maintained by the department of public works.

(c) The county will claim a prescriptive easement for all unpaved roads deemed to be dedicated as public roads by usage. Such easements will be considered as comprising the land actually maintained by the county as part of the road.

(d) All unpaved roads which have been marked in either red or green on the map presented to the county council on March 5, 1975, shall be brought within a systematic identification process as soon as practicable and maintained by county forces.

(e) Unpaved roads not maintained by the county under the provisions of (a) through (d) above, will be accepted for maintenance only when such maintenance will provide a substantial public benefit. For the purpose of this section, one or more of the following characteristics will constitute "substantial public benefit:"

(1) Provides access to a publicly owned facility, or

(2) Comprises an integral part of the comprehensive transportation plan adopted by the county's planning agency, or

(3) Comprises a part of an existing street/road network as of January 21, 2003 and is used by the surrounding community, or

(4) Provides the principle access to a minimum of three (3) occupied residences situated on individually owned parcels that are lots of record for tax purposes and does not exceed one fifth (1/5) mile in length per residence served.

(f) No work will be performed pursuant to subsection (e), above, except on the basis of a right-of-way deed for rights-of-way fifty (50) feet in width whenever possible, but in no case less than thirty (30) feet, having been executed and accepted in accordance with section 21-7.

(g) Only established, passable roads with an unobstructed width of twelve (12) feet may be accepted pursuant to subsection (e) above. Such roads will be maintained only up to a minimum serviceable condition and will not be substantially improved by the county.

(h) Any road in the county, including those created as a part of a private driveway subdivision pursuant to the county's land development regulations, may be accepted by the county and brought up to paved or unpaved road standards as set forth in this article; provided that eighty percent (80%) of all property owners within the subdivision agree to same and that all costs incurred by the county to bring the road up to county paved or unpaved standards are paid by the property owners. Such costs may be included as an assessment on the tax bill of the property owners, to be paid over no more than a 15 year period with an interest charge equal to that paid by the county for bonds issued to fund construction. The total costs plus interest of the improvements shall be allocated between the property owners by each lot being assessed an equal share of the costs and interest. Any unpaved road deeded to the county under these provisions may be eligible for "C" fund improvements.

(i) The county engineer and his staff shall periodically update the existing county road map and shall add such unpaved roads which are not presently shown thereon and attempt to determine the ownership of such unpaved roads.

(j) The department of public works shall maintain those unpaved roads determined to be dedicated under the provisions of this section. Such maintenance shall include, but not be limited to:

(1) Grading;

(2) Applying crusher-run or gravel;

(3) Installing street name and traffic control signs;

(4) Installing driveways;

(5) Cutting back overhanging branches;



(6) Mowing shoulders; and/or

(7) Drainage improvements.

(Code 1976, § 8-1025; Ord. No. 2372-93, § I, 11-16-93; Ord. No. 033-97HR, § II, 5-6-97; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-5.5. Standards for improving roadways in the Town of Irmo, South Carolina.**

On roadways being constructed or improved in the Town of Irmo, South Carolina, which are going to be or are already located in both Richland County and Lexington County, the following regulations shall be followed:

(1) If more than fifty percent (50%) of the planned roadway improvement for all phases of the approved development are located in Lexington County:

a. All improvements will be constructed to the standards of Lexington County.

b. Upon acceptance of improvements by Lexington County and the Town of Irmo, Richland County will accept the improvements located in Richland County for maintenance.

(2) If more than fifty percent (50%) of the planned roadway improvements for all phases of the approved development are located in Richland County:

a. All improvements will be constructed to the standards of Richland County.

b. Upon acceptance of improvements by Richland County and the Town of Irmo, Lexington County will accept the improvements located in Lexington County for maintenance.

(3) The percentage of planned roadway improvements in each County will be based upon centerline feet of roadway.

(4) In conformance with Section 21-6(b) of this chapter, the provisions of this section will apply to residential, commercial and industrial subdivisions. Streets and drainage systems serving group developments such as shopping centers, apartment complexes, condominiums, and mobile home parks will not be accepted for maintenance by Richland County.

(Ord. No. 056-13HR, § I, 11-5-13)

### **Sec. 21-6. Standards for streets and drainage.**

(a) Except as provided for in sections 21-4, 21-5, and 21-5.5 above, only those streets, roads, and drainage systems designed and constructed in accordance with the standards prescribed herein will be accepted for maintenance by the County.

(b) Streets: The minimum acceptable street is a paved street designed and constructed in accordance with the standards adopted by the County Engineer; provided, however, that an exception may be allowed whenever the County Council deems that the variance in design is minimal or of such nature that it will not otherwise pose an undue burden or risk upon the County. Where determined necessary and in the sole discretion of the County Council, the County, with the agreement of those property owners served by such roadway, may consent to

accept a roadway with special conditions as to any particular non-conforming aspects with regard to county road standards. Only those streets located in subdivision developments where individually owned lots front directly on the street rights-of-way will be accepted by the County. This will apply to residential, commercial and industrial subdivisions. Streets and drainage systems serving group developments such as shopping centers, apartment complexes, condominiums and mobile home parks will not be accepted for maintenance by Richland County.

(c) Storm drainage: Drainage systems will be designed and constructed in accordance with Chapter 26, Article VIII, of the Richland County Code of Ordinances, and the standards adopted by the County Engineer.

(d) Specifications: Materials and construction of streets and drainage systems will be in accordance with the applicable sections of the current edition of the Standard Specifications for Highway Construction published by South Carolina Department of Transportation, except where specifically noted otherwise in the standards adopted by the County Engineer.

(e) Acceptance: County acceptance of new streets and drainage systems shall be accomplished through the acceptance of easement and right-of-way deeds. The County accepts no responsibility for the streets or drainage system until the easement documents or deeds are executed by both parties and recorded.

(f) Warranty: As a prerequisite to the County's acceptance of new streets and drainage systems, the grantor (developer) shall provide a warranty to the County for a period of one (1) year. The warranty shall pertain to the design and construction of the streets and drainage system in accordance with these standards and their satisfactory performance during the warranty period. The warranty period shall commence with the Countys formal acceptance of the roads and drainage system. The grantor is not responsible for repairing damage done to the roads subsequent to acceptance that was not a result of design or construction failure.

(g) Inspection fee: The grantor (developer) is responsible for the costs associated with providing all quality control/quality assurance testing and inspections required during construction of new roads and the associated drainage systems to ensure compliance with the applicable design and construction standards. The County Engineers office is authorized to retain independent engineering or geotechnical consultants to perform all or part of the inspections and testing on behalf of the County. An inspection fee, sufficient to cover the Countys cost for inspection and testing, will be established and collected as a prerequisite for a developers receiving construction plan approval for any new subdivision streets. All fees collected will be deposited into an account set up specifically for payment of inspection and testing costs incurred by the County.

(Code 1976, § 8-1024; Ord. No. 388-77, 4-20-77; Ord. No. 2372-93, § I, 11-16-93; Ord. No. 015-98R, 5-5-98; Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 095-05HR, § I, 10-3-06; Ord. No. 056-13HR, § II, 11-5-13)

### **Sec. 21-7. Easement and/or right-of-way acceptance authority.**

The county administrator and/or his designee(s) are hereby authorized to accept any easement or deed for rights-of-way, drainage easements, and sewer easements; emergency maintenance easements, dirt road rights-of-way, additional rights-of-way, sewer extension agreements, water

line easements and other instruments authorized by the County Code of Ordinances; and is authorized to establish procedures for the acceptance and recording of such instruments.

(Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-8. Driveways.**

Driveway connections from the roadway to the right-of-way line will be provided on county maintained roads by the department of public works, subject to the following limitations:

(1) Only one (1) driveway connection per residence, and a maximum of two (2) per individual parcel of property, will be provided by the county. The public works department will not install additional driveway connections.

(2) Apron finish will match the finish of the county road to which it is attached.

(3) A maximum of twenty-four (24) feet of pipe, not exceeding twenty-four (24) inches in diameter, will be provided by the county. Larger diameter pipe may be installed by the public works department provided the property owner pays the additional costs incurred for materials.

(4) Pipe diameter required will be determined by the county engineer.

(Code 1976, § 8-1002; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-9. Surplus dirt.**

Surplus dirt excavated on county projects, which must be hauled away and disposed of off-site, may be placed on private property, with the property owner's consent, provided that:

(1) Disposal there is more economical than hauling the dirt to the nearest county owned disposal site, and

(2) The property owner releases and holds the county harmless for any damages or liability resulting from placement of the dirt on his property, and

(3) All applicable permitting requirements (including the requirements of section 12-44) have been or will be met.

(4) A reasonable effort is made to insure a fair and equitable distribution among property owners who want the dirt.

(Code 1976, § 8-1003; Ord. No. 419-77, § 1, 8-2-77; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-10. Street name signs.**

(a) Any sign within a new development shall be installed by the developer at his/her own expense. Signs will be aluminum blanks on metal posts fabricated and mounted in a standard design established by the county engineer. They will have white reflective lettering a minimum of six (6) inches in height on a reflective background. A green background will denote a public road and a blue background will denote a private road. Street name signs shall conform to the

Federal Highway Administration's *Manual on Uniform Traffic Control Devices 2003 Edition with Revisions 1 and 2 incorporated*. The department of public works shall maintain street name signs on all public street within the jurisdiction and authority of the county.

(b) The developer of any new subdivision constructed within the jurisdiction and authority of the county is responsible for the initial installation of street name signs in accordance with an approved signage plan. All street signs shall comply with the county's design standard for retro-reflectivity.

(c) The department of public works may erect street name signs at the intersections of private streets with public streets, at no cost to the residents, when there are residences with addresses on that private street.

(d) Overhead signs may be installed at selected intersections at the discretion of the Director of Public Works.

(e) In conjunction with subsection (a) above, the county standard for street name signs shall be included in published road design standards developed by the county engineer. The standard shall address sign material, installation, visibility, and color. The department of public works shall maintain street name signs to the county standard after acceptance of the streets.

(Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 057-09HR, § I, 11-17-09)

### **Sec. 21-11. Traffic engineering.**

(a) Traffic engineering on county maintained highways, streets and roads shall be in accordance with the South Carolina Manual on Uniform Traffic Control Devices.

(b) Traffic control devices on county maintained highways, streets and roads shall comply with the standards contained in the South Carolina Manual on Uniform Traffic Control Devices.

(c) The developer of any new subdivision constructed within the jurisdiction and authority of the county is responsible for the initial installation of all necessary traffic control devices in accordance with an approved signage plan. The department of public works shall maintain the devices after acceptance of the streets.

(Code 1976, § 8-1005; Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 052-05HR, § I, 7-12-05; Ord. No. 046-07HR, § I, 5-15-05)

### **Sec. 21-12. Street lighting.**

The county shall not provide street lighting on any highway, street or road until such time as sufficient funds are appropriated to provide that service county-wide. Homeowners or homeowner's associations may obtain street lighting through contractual arrangements with the electric utility serving their area.

(Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-13. Emergency maintenance of roads.**

(a) No work may be performed on any roadway not already maintained by the county unless the county administrator determines that access to such roadway is necessary for the performance of one or more public functions, and the following conditions exist:

(1) Such a roadway is the only access for one (1) or more property owners or residences, and

(2) Emergency medical services, sheriff department vehicles and other county vehicles cannot, in the lawful performance of their duties, gain full and immediate access to at least one (1) residence unless road scraping is performed, and

(3) At least one (1) of the properties to be accessed is used as a primary residence.

(b) Any work pursuant to this section will be done on a one-time basis only. In such cases, the county department of public works is limited to the minimum improvements that will allow full and immediate access to the affected residences. Crusher-run, gravel, pipe or other materials will not be routinely provided.

(Code 1976, § 8-1007; Ord. No. 1846-89, § I, 3-21-89; Ord. No. 2372-93, § I, 11-16-93; Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 032- 13HR, § I, 7-2-13)

#### **Sec. 21-14. Abandonment of public roads and right-of-ways.**

(a) Any person or organization wishing to close an existing public street, road, or highway in the county to public traffic shall petition a court of competent jurisdiction in accordance with section 57-9-10, et seq. of the state code of laws. The petition shall name the county as a respondent (unless the county is the petitioner). The county attorney shall advise the court with regard to the county's concurrence or opposition after consultation with the county's planning, public works, and emergency services departments, and after consideration by county council. It shall be the responsibility of the petitioner to physically close the roadway if a petition is successful. The county attorney may submit such petition on behalf of the county if so directed by county council.

(b) Any person or organization wishing the county to abandon maintenance on an existing county-maintained street, road or highway shall submit to the public works department a petition to do so signed by the owners of all property adjoining the road and by the owners of all property who use the road as their only means of ingress/egress to their property. The petition shall state that the property owners release and indemnify the county from any duty to maintain the road. At the recommendation of the county engineer, the county administrator shall have the authority to act on a petition that involves a dead-end road; county council shall have the authority to approve petitions under all other circumstances. If the petition is approved, the county engineer may require the property owners to place an appropriate sign alongside or at the end of the road.

(c) Any person or organization wishing to acquire ownership of an unused road right-of-way in the county (including a public right-of-way that is dedicated either by deed, prescription, or recordation of a plat) may submit a petition for consideration by county council. If it is determined by the county's planning department and public works department that the right-of-way will not be utilized by the county for road purposes, county council may approve a quit-claim deed conveying the county's interest to the owners of the adjoining property. Unless the owners of the adjoining property agree to another division, each may acquire that portion of the

right-of-way adjacent to his/her property on his/her side of the right-of-way's centerline. The grantee(s) of the quit-claim deed(s) shall be responsible for preparing the deed(s) prior to county council's consideration of the request. Upon approval and execution of the deed(s), the grantee(s) shall be responsible for recording the deed(s) in the office of the register of deeds and for returning a filed copy to the office of the county attorney. The county council may require the grantees to pay up to the fair market value, as determined by the county assessor's office, in exchange for the conveyance of the right-of-way. Upon recordation of the deed, the county assessor's office shall adjust the appraisal of the adjoining parcels to reflect the value of the additional property.

(Code 1976, § 8-1009; Ord. No. 071-01HR, § I, 11-6-01; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-15. Temporary closing of streets and roads.**

(a) *Request.* Any party desiring to have any street or road temporarily closed in the county shall submit a written request to the county administrator.

(b) *Deadlines for requests.* All written requests must be submitted to the county administrator at least ten (10) days prior to the requested closing date.

(c) *Appointment of person accountable.* All parties requesting such temporary closure shall designate one (1) person who shall act as spokesman for the party, as well as supervise all activities for the duration of such closing.

(d) *County administrator consideration.* The county administrator shall consider, within five (5) days, all timely submitted requests made by such parties. If approved, the county administrator shall request the sheriff to take appropriate action to blockade the requested streets and/or roads and the clerk of council shall advertise to the public through the news media all approved temporary closings. The cost of such advertising shall be borne by the parties requesting the temporary closures.

(e) *Duration.* All streets and roads closed pursuant to this section shall be blockaded for a period normally not to exceed twenty-four (24) hours. Such duration, however, may be amended by the county administrator at his/her discretion on an event basis.

(f) *Emergency closings.* Requests for temporary closing received less than ten (10) days prior to the requested closing date may be considered as an emergency closing if, in the opinion of the county administrator, such closing is warranted; provided, that such action would not conflict with the public interest and, further, that there exists sufficient time for appropriate action to blockade requested streets and/or roads. All applicants will be placed on notice that future requests must be submitted to the county administrator ten (10) days prior to the requested closing date.

(Code 1976, § 8-1009.1; Ord. No. 467-77, §§ 1--5, 12-7-77; Ord. No. 506-78, § 1, 11-15-78; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-16. Work on private property.**

The county department of public works is prohibited from performing any work on private property not specifically authorized under the provisions of this article except in emergency situations involving public health or safety and authorized, in writing, by the county administrator.

(Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 037-14HR, § III, 7-1-14)

### **Sec. 21-17. Cutting of roads.**

No roads will be cut by the county department of public works unless specifically directed by the county council.

(Code 1976, § 8-1010; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-18. Trees on private property.**

The county department of public works may remove dead trees on private property when there is a clear danger that they will fall onto a public road.

(Code 1976, § 8-1015; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-19. "C" construction program.**

(a) All funds available to the county council through the "C" construction program will be used exclusively for maintenance and construction, of publicly owned streets and roads in the county and the drainage facilities directly related thereto.

(b) The director of public works will be responsible for implementing systematic programs for resurfacing of existing streets and new construction funded with "C" funds. New construction may include any of the following:

- (1) Paving existing unpaved roads;
- (2) Widening existing roads;
- (3) Intersection improvements;
- (4) Transportation Improvement Projects;
- (5) Traffic Safety Projects;
- (6) Drainage Improvements; or
- (7) Sidewalks.

(c) The director of public works may provide staff support to the county transportation committee as requested for coordination of the "C" construction program the county.

(d) The county finance department may provide all financial services required for administration of the county's "C" fluid allocation if requested by the county transportation committee.

(Code 1976, § 8-1023; Ord. No. 1037-83, § 1, 4-19-83; Ord. No. 1682-87, § 1, 10-20-87; Ord. No. 2372-93, § I, 11-16-93; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-20. Road paving program.**

(a) Road construction and paving projects administered by the county and funded from public funds shall be accomplished in accordance with a consistent, systematic program established and administered by the Director of Transportation, in conjunction with and with the support of the Director of Public Works, or his/her designee. Such program shall have the following basic characteristics:

- (1) Only county maintained roads with recorded Easement and Right-of-Way Deeds will be paved utilizing public funds,
- (2) All county maintained dirt roads are eligible for paving, and
- (3) Paving will be accomplished in priority order at a rate permitted by availability of funding.

(b) The county engineer, or his/her designee, will acquire and maintain the following data on all roads proposed for paving:

- (1) Name;
- (2) County road number;
- (3) Map location code;
- (4) Beginning and ending points;
- (5) Length in miles and hundredths of a mile; and
- (6) Council district.

(c) In addition, the following data pertaining to the roads priority for paving will be obtained and recorded for each road:

- (1) Number of homes accessed from the road;
- (2) Number of businesses accessed from the road;
- (3) Number of churches accessed from the road;
- (4) Maintenance difficulty factor; and
- (5) "Through road" factor.

For the purpose of determining the number of homes, business and churches accessed from a road, only those on parcels with no existing paved road frontage will be counted except when the distance from the paved road to the building exceeds 1,320 feet.



(d) Roads will be prioritized in accordance with the following procedure:

A road's priority for paving will be established by the lowest cost per occupant, church, or business. Lowest cost per occupant (P) is calculated by the formula:

$$P = \frac{\text{Cost}}{H+B+C+T}$$

Where:

H = Number of points accredited for homes.

One point is accredited for each home accessed from the road. This will include mobile homes as well as permanent homes. It should be noted that the number of homes on a road is an indicator of the number of people using it as well as the importance of the road as a possible school bus route.

B = Number of points accredited for businesses.

Two points are accredited for each business accessed from the road. To be eligible for these points, a business must occupy a building separate from any residence and rely on the road for either customer traffic or routine use by company vehicles.

C = Number of points accredited for churches.

Two points are accredited for each church accessed from the road.

T = Through road factor. If the road is a through road, two points are accredited to T. If the road is not a through road, zero points are accredited to T.

L = Length of the road in miles and hundredths.

Cost = Estimated Cost (\$800,000 per mile x L).

(e) A road's paving may be given top priority provided that all costs incurred by the county to pave it are paid by its adjacent property owners. Such costs may be included as an assessment on the tax bill of the property owners, to be paid over no more than a fifteen (15) year period with an interest charge equal to that paid by the county for bonds issued to fund construction. The county council may elect to have the total costs, plus interest, of the improvements allocated between the property owners either by a front footage assessment ratio, or by each lot being assessed an equal share of the costs and interest. Establishment of this assessment shall require approval of eighty percent (80%) of the property owners.

(f) Highways, streets or roads constructed or paved under the county's jurisdiction and maintained by the county shall meet the design and construction standards contained in section 21-6, above.

(g) The Director of Transportation or his/her designee, in conjunction with and with the support of the county engineer, or his/her designee, shall, establish appropriate alternate design and construction standards for low volume rural roads as a means of ensuring maximum cost effectiveness of road paving funds.

(h) Road paving funds will be distributed by county council district based on that district's portion of total county dirt road mileage. Pro rata fund distribution will be calculated as follows:

District dirt road paving funds = Total dirt road paving funds x district dirt road mileage  
Total dirt road mileage

Mileage refers to dirt road mileage in the county road maintenance system (i.e. public dirt roads that are routinely maintained by county public works forces). Roads will be selected for paving based on distribution/availability of funds and priority within that council district, as determined by the uniform road rating system contained in this section.

(i) The Alternative Maintenance Paving Program shall consist of two categories, Pave-In-Place and Alternative Surface Treatment, which are defined as follows:

(1) The Pave-In-Place Program shall allow for the placement of hot mix asphalt on low volume/light duty dirt roads that meet the following criteria:

a) The road must be within a publicly dedicated right-of-way of a minimum width of 50 feet. A right-of-way width of no less than 30 feet may be considered if in the judgment of the Director of Public Works a safe roadway with adequate drainage may be constructed.

b) The road base may be reinforced by the use of Portland cement stabilization of the in-place materials or other stabilization products determined by the Director of Public Works to be equal or better.

c) The road to be improved shall not interconnect existing streets or serve developable vacant land that would result in the potential of exceeding 400 vehicles per day. The road shall not serve existing businesses or vacant land zoned for business uses that would generate traffic exceeding 400 vehicles per day or truck traffic exceeding 24 vehicles per day.

d) Roads improved under this section may conform to AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (2001) for horizontal and vertical alignment if determined by the Director of Public Works to be appropriate for the local situation.

e) Roadway bases reinforced by the above method shall be overlaid with 1 Vi inches of hot mix asphalt surface course. The paved surface width shall be no less than 22 feet A pavement width of no less than 18 feet may be considered if in the judgment of the Director of Public Works a safe roadway with adequate drainage may be constructed.

(2) Alternative Surface Treatment allows for the placement of materials other than asphalt as the travel surface for road ways. Types of Alternative Surface Treatment may include:

a) Triple Treatment Surface Course;

b) Rubberized Asphalt;

c) Milled Asphalt.

(3) Roads in the Alternative Maintenance Paving Program may be improved by geographical location in lieu of the priority list referenced in the aforementioned section of this ordinance to reduce mobilization cost. The decision shall be at the discretion of the Director of Transportation.

(4) In order to incorporate community input before roads are paved, notice shall be sent by the County Transportation Department, by mail to all abutting property owners whose property would be affected by any such change. A return receipt from the last known address of all property owners will be required. Each such owner shall have thirty (30) days to respond. If

twenty-five (25%) percent or more of all such property owners decline said road paving, then the subject road shall not be paved.

(j) *Design exceptions for dirt road paved surface widths less than eighteen (18) feet.*

Design exceptions for paved surface widths less than the minimum eighteen (18) feet may be considered for dirt roads, as follows:

(1) The dirt road must be equal to or less than 1,000 feet in total length.

(2) The road must be classified as low volume by traffic volume per the County Low Volume Design Manual dated November 2013 which equates to traffic volumes less than 400 vehicles per day.

(3) The road must not be classified as a through road.

(4) If a dirt road being considered for paving meets the criteria for design exception stated in paragraphs (j) (1), (2), and (3), above, then following steps must be taken before a design exception is approved:

(a) The Director of Transportation and the Director of Public Works shall take a scoping visit and conduct a design field review of the road to identify conflicts that may preclude installing a minimum paved surface width of eighteen (18) feet.

(b) Staff shall obtain and review crash data for the road by number and types of crashes, including fatal crash rate.

(c) A Design Exception Form shall be completed documenting the proposed design exception and the justifications therefore.

(d) Then, when he/she deems it appropriate, the Director of Transportation shall make a recommendation for a paved surface width design exception to the Director of Public Works. The Director of Public Works shall make the final determination of whether to approve the paved surface width design exception and shall maintain a record of all approvals and denials.

(5) Regardless of the above, in no case shall a paved surface width be allowed less than fifteen (15) feet.

(6) The Director of Transportation shall consider adding traffic calming measures to dirt road paving projects in conjunction with any approved design exception for roads that exceed 500 feet in total length.

(7) The above design exception shall apply only to paved surface widths of dirt roads in limited circumstances and shall not allow for exceptions to any other design, asphalt, drainage, or construction standards.

(Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 011-09HR, § II, 2-17-09; Ord. No. 043-14HR, § II, 7-29-14; Ord. No. 047-15HR, § I, 10-20-15; Ord. No. 047-15HR, § I, 10-20-15)

### **Sec. 21-21. Transportation improvement program.**

(a) All public funds available to the county for transportation system improvements shall be expended in accordance with a comprehensive transportation improvement plan. This would apply to:

- (1) Connector roads;
- (2) Intersection improvements;
- (3) Widening;
- (4) Turn lanes; and
- (5) Alignment improvements.

(b) Road resurfacing funds, for the resurfacing of existing paved roads, will be distributed by county council district based on that district's portion of total county paved road mileage. Pro rata fund distribution will be calculated as follows:

District paved road paving funds = Total paved road resurfacing funds x district paved road mileage

Total paved road mileage

Mileage refers to paved road mileage in the county road maintenance system (i.e. public paved roads that are routinely maintained by county public works forces). Roads will be selected for paving based on distribution/ availability of funds and priority within that council district, as determined by the condition analysis as maintained by public works.

(Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 012-13HR, § I, 3-19-13)

### **Sec. 21-22. Sidewalks.**

The director of public works shall be responsible for establishing a systematic program for identifying, prioritizing, and implementing sidewalk construction, maintenance, and/or improvement projects. The principal focus for such program will be the safety of children walking to school, to school bus stops, or to neighborhood/ public recreation facilities.

(Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 001-13HR, § I, 1-8-13)

### **Sec. 21-23. Condemnation/ compensation.**

(a) In general, the county will not compensate property owners for easements or rights-of-way on public works projects from which they directly benefit. Exceptions may be made, however, when:

- (1) Unusual circumstances make payment of a reasonable amount of compensation more economical than resorting to condemnation;
- (2) Deadlines for completion of a project preclude the expenditure of time required for condemnation; or
- (3) Compensation is awarded through the condemnation process.

(b) Condemnation of easements or rights-of-way on any county public works project shall require the prior approval of the county council. An appraisal of affected property parcels shall accompany a staff recommendation to county council for condemnation of property.

(Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-24. Encroachments on county maintained roads.**

(a) *Generally.*

(1) An encroachment permit, approved by the county engineer's office, shall be required for all construction, undertaken by parties other than the county public works department or its authorized contractor, within or affecting the right-of-way of any county maintained highway, street or road. This requirement shall apply, but not be limited, to:

- a. Driveway connections involving a curb cut or pipe installation;
- b. Curb cuts;
- c. Utility taps;
- d. Utility installations;
- e. Excavations within rights-of-way;
- f. Storm drainage installation;
- g. Storm drainage discharge; and
- h. Subdivision entrance signs or gateways.

(2) The permittee shall indemnify the county for any liability incurred or damages sustained as a result of the encroachment.

(3) The permittee shall be responsible for:

- a. Notifying the county engineer's office when construction begins on an encroachment;
- b. Ensuring that a copy of the encroachment permit is on the construction site; and
- c. Ensuring that the construction and the restoration of the roadway have been approved by the county engineer's office.

(b) *Excavations in streets.*

(1) An encroachment permit shall be required for each excavation in a county road before the work is commenced. Work under such permit shall be commenced within the time specified on the permit, otherwise the permit shall become void. All permits shall be kept at the place of excavation while the work is being done and exhibited whenever called for by any person having the authority to examine the same. There shall be no more than one-half (½) the width of any street or alley opened or obstructed at any one time; tunneling may be allowed, provided that no authorized underground construction shall be damaged or interfered with. All portions of the street excavated shall be put in as good condition as before the excavation, was made. The trench or excavation shall be refilled, thoroughly rammed and puddled within the time specified on the

permit after making the connection or repairs. When an excavation is made in any paved county road where it is necessary to remove paving, the person to whom the permit was issued for such excavation shall leave a written notice with the county department of public works and such notice shall state that the excavation has been properly filled, tamped, and is ready for repaving. Whenever any person making any excavations in the street or alley fails to refill, in the proper manner, as required by this section or fails to maintain the same for a period of one year, then the county council shall cause the work to be done and the cost thereof shall be charged against the bond as heretofore provided in section 6-68 of this code.

(2) Where such excavations occur in a state or federal highway, permission shall be obtained from the state or federal highway department before any work is commenced.

(3) Public protection requirement.

a. It is hereby required that for every excavation made on public property, proper safeguards shall be provided against injury to the public; barricades shall be provided at five (5) foot distances, and such barricades shall completely encircle all open excavations or trenches. All barricades, as required by this section, shall have at least one sign placed thereon in a conspicuous manner, indicating the name of the person causing such excavation. When approved, steel plates of sufficient strength may be used to cover excavation to prevent blocking of street.

b. From sunup to sundown there shall be placed, at a distance of not less than one hundred (100) feet, sufficient numbers of red flags to warn the public of dangerous excavation. From sunset to sunrise there shall be placed, at a distance of not less than one hundred (100) feet, sufficient red lights or flambeaux to indicate the length of the excavation in the public thoroughfare and to warn the public of dangerous excavation; in addition, there shall be placed on or by the barricades sufficient red lights or flambeaux to indicate the point of excavation and size.

(c) Anyone who encroaches on the right-of-way of a county maintained highway, street or road without securing an encroachment permit or who fails to adequately restore the road and right-of-way after an encroachment shall be deemed guilty of a misdemeanor, and shall be subject to the general penalty provisions of this code. Each day that the unauthorized encroachment exists, or that the inadequacy exists following notification, shall be considered a separate offense.

(Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-25. Use of county equipment by private parties and during public emergencies.**

(a) *Use and operation of county equipment.* Only authorized employees of the county shall be allowed to use and operate equipment owned by the county. No such equipment may be used at any time on private property or for private purposes except for public emergencies as hereinafter defined and as duly authorized by the director of public works and/or the county administrator.

(b) *Public emergency.* A public emergency is hereby defined as a flood (as defined under Section 26-22 of this Code of Ordinances), earthquake, tornado, hurricane, plane crash, train wreck, vehicular wrecks involving five (5) or more vehicles and/or ten (10) or more persons, fires and other occurrences, natural or man-made, where the public health is threatened or the

potential of extensive damage to private property exists and immediate, emergency steps are necessary to protect life, health, the environment, and prevent substantial property loss.

(c) *Records.* In the event of such public emergency, the department of public works must, as soon thereafter as possible, make a record of the nature of the emergency, the property and/or owner involved, the operator of the equipment, the names of county employees utilized, the date (s) thereof, and the man-hours involved.

(d) *Reimbursement.* The director of public works and/or the county administrator may apply for reimbursement for the services rendered by county employees and equipment where the private party either had or has insurance available for such services or where federal or state funds are available, such as disaster aid.

(e) *Violation.* The failure to comply with this section shall be grounds for suspension, removal or termination.

(Ord. No. 010-17HR, § IV, 4-4-17)

### **Sec. 21-26. Burial of paupers and cremains.**

The public works department shall bury paupers at a site designated for that purpose when directed to do so by the county administrator. Further, cremains originating from medical schools may be buried within the county cemetery by appropriately authorized personnel of such schools. Medical schools wishing to enter into these arrangements shall provide a list of names of authorized personnel and shall execute appropriate releases and hold-harmless agreements prior to any burials.

(Ord. No. 010-17HR, § IV, 4-4-17)

### **Secs. 21-27–21-33. Reserved.**

## **ARTICLE II. EASEMENTS ON PUBLIC STREETS**

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### **Sec. 21-34. Easements on, over, under and across public streets and property.**

(a) *Generally.*

(1) Easements over, under and across public streets and property controlled by the county shall be granted only for a public purpose, convenience, necessity, or to facilitate the provision of water, sewer, electricity, transportation or other utility.

(2) The grantee of such easement shall certify the purpose of such easement, the area affected, the necessity and the fact that the area affected does or does not receive similar services from another public or private utility.

(3) Prior to the granting of such easement, the grantee shall provide a written assurance that he, she, or it will comply with all applicable local, state and federal laws and regulations including, but not limited to, public safety, job safety, wage and hour laws, health standards and such other requirements as are necessary to ensure the public's safety at any time, during construction, repairs, or otherwise, should injury to person or property occur as a result of acts and/or omissions to act by such grantee, his, her, or its heirs, executor, successors or assigns.

(4) Prior to any construction, installation, erection or repair of any such improvements and appurtenances on, over, under or across such streets or property as may be authorized by such easement, the grantee shall notify the county department of public works, the county sheriff's department and the county administrator at least forty-eight (48) hours in advance.

(5) The grantee shall provide the director of public works or his designee with certificate(s) of insurance verifying the grantee currently has the insurance required by the county. All such insurance policies shall be issued by an insurer satisfactory to the county, and the insurer shall have a rating in the A categories of Best Insurance Reports. The certificate(s) shall include a provision that not less than thirty (30) days notice will be given to the county prior to cancellation, termination or reduction in coverage. In addition, the grantee shall also provide such prior notice to the director of public works. The term of all insurance shall be not less than any time the grantee or anyone with a contract to perform work on the grantee's projects shall be performing such work. Insurance shall consist of the following:

a. At its expense the grantee shall for the term required by the county maintain a commercial general liability policy for bodily injury, personal injury, completed operations and property damage in a coverage amount of not less than \$1,000,000 per occurrence and \$2,000,000 annual aggregate, and a business auto policy for bodily injury and property damage in a coverage amount of not less than \$1,000,000 per occurrence. The forms shall be ISO (Insurance Services Office, Inc.) or comparable to them. Richland County Government shall be named an additional insured, except when the grantee is a governmental entity. Grantee shall provide its insurer a copy of any agreement with or requirement by the grantee regarding insurance.

b. At its expense the grantee shall for the term required by the county maintain the workers' compensation coverage required by S. C. law. The grantee shall provide a certificate for insurance for this coverage in the manner required by this subsection.

(6) The grantee shall indemnify and hold harmless the county, its successors and assigns, from and against all loss, costs, expenses, including attorney's fees, claims, suits and judgments whatsoever in connection with injury to or death of any person or persons or loss of or damage to property, and further claims, suits and judgments whatsoever in connection with injury to or death of any person or persons or loss of or damage to property, and further claims, suits and judgments whatsoever by third parties resulting from the interruption of traffic caused by or in any way connected with the construction, installation, erection, repair or maintenance, use or presence of any such improvements or appurtenances, however caused.

(7) The grantee shall bear all costs of furnishing flagging protection, warning devices and inspection services, as well as the costs of restoring the affected area to its original condition.

(b) *Fees, charges or water rents.*



(1) In consideration for the granting of such easements by the county, the grantee shall pay to the county such fees, charges, or portions of fees and water rents as shall be from time to time established by the county council.

(2) Initial fees, charges, water rents or portions thereof shall be those as are in force and effect at the time the easement is granted and shall be remitted to the county finance department on a monthly basis.

(3) Prior to any increase in fees, charges or water rents, at least thirty (30) days' notice prior to the effective date shall be given to those grantees so affected.

(4) Any grantee affected by any such increase may request a hearing by county council or its duly authorized representative, provided such hearing is requested in writing within twenty (20) days of the giving of notice as required in subsection (b)(3) of this division.

(5) Such request for hearing shall stay the implementation of such increase for an additional fifteen (15) days beyond the 30-day notice period, but thereafter such increase shall go into effect and so continue until such time as changed by county council, general law, or a court of competent jurisdiction.

(6) Such increase as is collected subsequent to such request for hearing shall be placed in escrow pending a ruling by county council. In the event of a reduction of the increase, such difference shall be refunded to the grantee.

(7) Only that increase collected from a grantee that has requested a hearing shall be so escrowed. Increases collected from grantees that do not request a hearing will not be escrowed.

(8) In the event county council, after hearing, refuses to reduce the increase, the funds so escrowed shall immediately revert to the general fund or such other fund as has been designated by county council.

(9) In the event the hearing provided for in subsection (b)(4) of this division is held by the duly authorized representative of county council, the representative shall report his/her findings and recommendations to county council within ten (10) working days thereafter.

(10) The failure of county council to affirmatively reduce the increase by the second meeting after a receipt of such report shall constitute a ratification of its previous action establishing such increase.

(Code 1976, § 8-1026; Ord. of 6-16-76, Arts. 1, 2; Ord. No. 005-03HR, § I, 1-21-03)

### **Sec. 21-35. Adoption not to constitute waiver.**

(a) The adoption of this chapter shall not be deemed an acceptance of liability nor a waiver of the doctrine of sovereign immunity.

(b) The adoption of this chapter shall not be deemed a waiver of the release clause contained in the standard easement and right-of-way deed.

(Code 1976, § 8-1022; Ord. No. 005-03HR, § I, 1-21-03)



**Committee Agenda Briefing**

**To:** Chair of the Committee and the Honorable Members of the Committee  
**Prepared by:** Christopher S. Eversmann, PE, Deputy Director  
**Date Prepared:** April 19, 2019  
**Meeting Date:** April 23, 2019

<b>Approved by:</b>	Acting County Administrator	John Thompson, Ph.D.
<b>Legal Review</b>	N/A	<b>Date:</b>
<b>Budget Review</b>	N/A	<b>Date:</b>
<b>Finance Review</b>	N/A	<b>Date:</b>
<b>Other Review:</b>	N/A	<b>Date:</b>

**Committee**

**Subject:** Enhanced 9-1-1 (E 911)

**Recommended Action:**

None – This Briefing Document (BD) is for information.

**Motion Requested:**

None.

**Fiscal Impact:**

The maintenance of road and street name signs is incorporated into the annual operating budget of the Roads & Drainage Maintenance Division (RDM), Department of Public Works (DPW).

**Motion of Origin:**

This request did not result from a Council motion.

<b>Council Member</b>	N/A
<b>Meeting</b>	N/A
<b>Date</b>	N/A

**Discussion:**

The Enhanced 9-1-1 (E 911) program was introduced in the 1990s or earlier. It permits 9-1-1 call center operators to identify the street address of a call received, thus enhancing the timely response by emergency response personnel. This capability required that all parcels have a street address of the format common in urban and suburban areas.

Whereas rural addresses were traditionally a combination of route and box numbers, E 911 established an urban address standard format for all. This drove the need for all roads, including rural routes, to be named and those names to be reflected on a road or street name sign. The installation of street name signs through the rural portion of the County road network was probably completed in the 1990s and is maintained as part of the DPW, RDM mission.

**Attachments:** None



**Committee Agenda Briefing**

**To:** Chair of the Committee and the Honorable Members of the Committee  
**Prepared by:** Stephen Staley, PE, County Engineer  
**Date Prepared:** April 19, 2019      **Meeting Date:** April 23, 2019

<b>Approved by:</b>	Acting County Administrator	John Thompson, Ph.D.
<b>Legal Review</b>	N/A	<b>Date:</b>
<b>Budget Review</b>	N/A	<b>Date:</b>
<b>Finance Review</b>	N/A	<b>Date:</b>
<b>Other Review:</b>	N/A	<b>Date:</b>

**Committee**

**Subject:** One Driveway per residence

**Recommended Action:**

None – This Briefing Document (BD) is for information.

**Motion Requested:**

None.

**Fiscal Impact:**

The installation of driveways and driveway pipes on public roads within the County Road Maintenance Network is incorporated into the annual operating budget of the Roads & Drainage Maintenance Division (RDM), Department of Public Works (DPW). Expansion of the number of driveways provided by the County and its associated maintenance will require additional resources.

**Motion of Origin:**

This request did not result from a Council motion.

<b>Council Member</b>	N/A
<b>Meeting</b>	N/A
<b>Date</b>	N/A

**Discussion:**

A service that the County provides to its citizens is the installation of a driveway so citizens can adequately access their property from a County maintained roadway. When a service request comes in to DPW for a driveway, our investigator is dispatched to the address to verify that a driveway is needed to access the property, and if so, is a driveway pipe required so that adequate drainage can be maintained. The County will provide up to a 24" pipe under the driveway, if needed. When a larger pipe is required, as determined by the County Engineer, the citizen is asked to pay the additional cost. Two (2) driveways may be installed on a property if there are two separate residences located on the property. The material used to construct the driveway will match the material on the County road that it accesses.

In a newly completed subdivision, the builder provides the driveway to the home.

**Attachments:**

Chapter 21 of the *Richland County Code of Ordinances* addresses “Driveways”. Please see below.

**“Sec. 21-8. Driveways.**

Driveway connections from the roadway to the right-of-way line will be provided on county maintained roads by the department of public works, subject to the following limitations:

(1) Only one (1) driveway connection per residence, and a maximum of two (2) per individual parcel of property, will be provided by the county. The public works department will not install additional driveway connections.

(2) Apron finish will match the finish of the county road to which it is attached.

(3) A maximum of twenty-four (24) feet of pipe, not exceeding twenty-four (24) inches in diameter, will be provided by the county. Larger diameter pipe may be installed by the public works department provided the property owner pays the additional costs incurred for materials.

(4) Pipe diameter required will be determined by the County Engineer.

(Code 1976, § 8-1002; Ord. No. 005-03HR, § I, 1-21-03)”



**Committee Agenda Briefing**

**To:** Chair of the Committee and the Honorable Members of the Committee  
**Prepared by:** Christopher S. Eversmann, PE, Deputy Director  
**Date Prepared:** April 19, 2019  
**Meeting Date:** April 23, 2019

<b>Approved by:</b>	Acting County Administrator	John Thompson, Ph.D.
<b>Legal Review</b>	N/A	<b>Date:</b>
<b>Budget Review</b>	N/A	<b>Date:</b>
<b>Finance Review</b>	N/A	<b>Date:</b>
<b>Other Review:</b>	N/A	<b>Date:</b>

**Committee**

**Subject:** Alternative Methods of Paving or Improvements

**Recommended Action:**

None – This Briefing Document (BD) is for information.

**Motion Requested:**

None.

**Fiscal Impact:**

Unknown. The process is not defined and would require a cost/benefit analysis to determine its viability.

**Motion of Origin:**

This request did not result from a Council motion.

<b>Council Member</b>	N/A
<b>Meeting</b>	N/A
<b>Date</b>	N/A

**Discussion:**

Chapter 21 of the *Richland County Code of Ordinances* addresses County “Roads, Highways, and Bridges.” Section 21-20 is titled “Road paving program.”

Permanent improvements to roads within the County Road Maintenance Network are described in the above referenced ordinance section. With the advent of the Transportation – Penny program, oversight has shifted from the County Engineer within the Department of Public Works to the Transportation – Penny Department staff.

Based on general recollection, discussions occurred in the late 2000s – early 2010s time period of possible alternatives to the standard asphalt paving of unpaved roads. Staff from the Transportation Center at South Carolina State University (SCSU) participated in those discussions. An initial review of files, unfortunately, yielded no readily available information. It is presumed that the enactment of the

Transportation – Penny program and the availability of a more robust funding source shifted emphasis back to the more conventional, more durable option of established asphalt paving (although some design exception are addressed in the ordinance).

**Attachments:** A copy of Chapter 21 of the Richland County Code has been provided.