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A Public Informational Meeting was held by Walterboro City Council at City Hall on Wednesday, June 1, 2016 at 4:00 P.M. with Mayor Bill Young presiding. The purpose of the meeting was to hear a presentation by Mr. Mark Baker of Wood + Partners on the I-95 Business Loop Project, Phase 1B.

PRESENT WERE: Mayor Bill Young, Council Members: Jimmy Syfrett, Paul Siegel, Tom Lohr, Bobby Bonds, James Broderick and Judy Bridge. City Manager Jeff Molinari, City Clerk Betty Hudson, and City Attorney George Cone were also present. There were approximately 40 persons present in the audience.

There being a quorum present, Mayor Young called the meeting to order and welcomed everyone to the meeting. Council Member Syfrett gave the invocation and Council Member Broderick led the pledge of allegiance to our flag.

The Mayor announced that the meeting was scheduled to go over the plans for the next phase of the Business Loop Project and we have our architect here, Mr. Mark Baker from Wood + Partners.

PRESENTATION:

Mr. Baker opened his presentation stating that they were excited about the next phase of this project. As you all know, phase 1C and 1B are under construction now. Phase 1B is probably 95% through construction and phase 2 South, which will take the improvements from Bells Highway all the way to the interstate is next. It is under design and then phase 3 will be the next part.

What we are really here to do today is to take a look at phase 1B. He then asked City Manager Molinari to hand out a presentation to City Council to have something to look at which is a replication of the overhead presentation. He said, then we are going to talk about some key decisions that are about to be made moving forward on the design for this project. We will go over a budget update and then we will have questions.

Mayor Young then told the audience, when we get to the questions, please wait and be recognized so that we don't have people talking over each other and that everybody can hear each other's questions. Mr. Baker also asked that each person say their name aloud, so we can have their names for the record.

Mr. Baker then said, I am going to briefly go through all of these and then feel free after we finish, to come up and look at the drawings on the wall, so you can get a closer look at what's going on and what is shown.

Mr. Baker then told the audience that phase 1B goes from Elizabeth Street and Moore Street all the way up to Sanders Street and then picks back up all the way through Carn Street and then it comes into Hampton Street. Then, it goes to West Washington Street, the Jefferies Boulevard intersection and then on out to Benson Street and Wichman Street. So, that's the extent of Phase 1B.

If you look at this diagram, we have the 6-mile loop. This piece from Bells Highway out is what we are calling Phase 3 North. Phase 2 South picks up a few pieces here and then skips over Phase 1C and D, which were under construction.

Mr. Baker stated that Phase 1B basically has most of the improvements in the Hampton to West Washington Street area, but a little bit of improvements up to Benson. On the section from Hampton Street down to Elizabeth and Moore Street, there is going to be street lighting placed in, and the pavement will be refinished. So,

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it will be like what you are seeing in Phase 1C. There are already sidewalks in that area, so we are not adding new sidewalks. Curb and gutter will remain where it is, and there are no drainage improvements in that area. So, there will be new lights. Then when you get into the Hampton to West Washington Street, we are going to widen the sidewalks, improve the sidewalks on the west side of Jefferies Boulevard, and improve the three intersection corners. There will also be a fountain. In those intersections, there will be paved surfaces that are textured in the intersection. So, as you approach downtown, you will begin to sense that you are approaching the downtown, and then we will see Hampton Street and Washington Street. So, that's phase 1B.

Mr. Baker pointed out that there are a couple of key decisions that are left that need to be made and they are: obtaining the easements on the courthouse property on the east and then getting the easements acquired from the tenants on this property. So, that's pretty much it for Phase 1B.

Phase 1C and 1D are under construction now.

Phase 2 South

Mr. Baker then handed out materials on Phase 2 South. He stated that Phase 2 South goes a little above Benson Street to Bells Highway and then goes all the way south to the interstate overpass. What we are doing along this corridor is planting shoulder street trees, side street trees and occasionally medians, to enhance the visual aspect of the highway along the way. These great cones show where there are billboards and we have to keep those site lines clear, so there won't be trees planted in the way.

We have intersection enhancements at various places and then at key sides. If you look down here, you see where the different sign elements are. There are gateway signs and also signs that signify to the motorists that downtown is ahead. Again, that is one of the main aspects of the improvements is to tell the motorists as they get off the exits that Historic Walterboro is ahead. Mr. Baker then pointed out the placement of the signs along the way.

Phase 3 North

This phase is from Bells Highway and goes out to the Interstate and continues those same things for improvements.

Budget Summary

Mr. Baker then gave the following budget summary for the I-95 Business Loop Project Streetscape Corridor:

Non Sales Tax Funding Available:	
CDBG Funds:	\$500,000 (Phase 1C, 1D only)
TE Funds:	\$400,000 (Phase 1B only)
CTC Funds:	<u>\$100,000</u>
Total Non Sales Tax Funds:	\$1,000,000
Sales Tax Funds Available:	\$6,646,947
Total Funds Available	\$7,646,947
Funds Obligated	
Phase 1C, 1D Construction:	\$1,443,607
Phase 1C, 1D Construction Management:	\$136,850

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Total Funds Remaining: \$6,066,490
Total Funds Remaining for Phase 1B & 2: \$6,019,543

Phase 2 Funded by Sales Tax

Segment 1: \$1,426,355
Segment 2: \$236,750
Segment 3: \$896,191
Segment 4: \$679,507
Segment 5: Is now part of 1B \$181,906
Phase 1B: \$1,223,762
Segment 6: \$910,165

Total Cost: \$5,554,636
Total Funds Remaining: \$6,066,490
Sales Tax Funds Remaining: \$511,854

Estimated Cost of Bell's Hwy to Exit 57: +/- \$1,800,000

The Mayor then asked if there were any questions from Council. Mayor Young asked for further clarification of Phase 3 North. He asked where does this start?

Mr. Baker responded that Phase 3 North starts from the Bells Highway turn and on out to the exit. Mayor Young then asked, are you saying that there is no funding to do Phase 3 North? He added, this is the first time I have ever heard that.

Mr. Baker replied, as we talked at our last Council Meeting and we presented this worksheet to you and said where would you like to allocate the funds on the southern part or the northern part, and we were given direction at that Council Meeting to prioritize the southern part. There are less improvements on the southern part. Mayor Young then said, it has always been the intent of Council to start down there, but last time we talked, we were taking about whether or not to add sidewalks and other things. Mr. Baker then said, it was never funded to add sidewalks. I got the impression that we were not going to move forward with the sidewalks, because the sidewalks are about \$600,000 on the south and you've only got \$500,000 in grants. Now, if you say, you'd rather have Phase 3 North instead of Phase 2 South, we need to know that now. Right now, there is not enough money to cover it all, and we have been saying that all along. Mayor Young responded, that's right, because what we put in the Capital Projects Sales Tax was from Bells Highway back. The Mayor added that he had forgotten that. He said, we never intended to fund Phase 3 North. We never intended to fund it out of the Capital Projects Sales Tax.

Mr. Baker then said, as it stands now if you fund Phase 2 South, we need to make a decision on trees and sidewalks. Mayor Young then said, we don't need to do that today, though. He added, we are going to have to decide whether we are going to design it, and come back later and put in the sidewalks and allow for the trees. Council has got to make a decision on that.

Mr. Baker then said, and so when we were last here, we discussed whether we would move forward with construction of sidewalks and trees that require easements so that when you received the funds, you could come back and do it. We've gotten the drawings done, so will you just wait and do the design work later if you get the funds? The sidewalks pretty much run from Carolette Court back on one side. But then bringing it from there all the way to Jefferies Boulevard is another thing. So, do we bring those on in or not? So, that was what we were discussing at our meeting - even

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though you don't have the funds, does the design team go ahead and produce the construction drawings and get bids on it? If you get funds, you will do it. If you don't have funds, we can do it as an alternate.

Council Member Bonds then asked, we have had basically a first phase 1C and 1D. We basically had what I call, some intensive work from point A to point B. Point A being going out toward the cemetery and then B, coming on into town toward the courthouse. Mr. Baker responded, that's correct. Mr. Bonds then asked, is this new phase we are talking about, from basically where the project ends up through the courthouse to Benson Street? Mr. Baker answered, yes. That's going to complete that section from where you were to the courthouse.

Council Member Bonds then said, so the next work that we are starting is that section. Mr. Baker said, that would be phase 1B. He then said, my next question is - we pick up and we go all the way to Benson Street, starting back near Mr. Land's property, then we will take it on up to the courthouse. The first question I have, are there any changes to any cuts, medians, and what's going on there in terms of changes to the road?

Mr. Baker responded under phase 1B, from Elizabeth and Moore to Hampton Street, there will be no medians cut in with trees. There are several medians that are there today. Those are painted medians that you can drive over. Those medians will be rehabed and repainted, but there will be no left or right turn movements' interference, because you can still drive over those painted medians. So, whatever is there today will be put back in place after the street is milled and paved.

Council Member Bonds then asked, does that mean a raised median that is going to prohibit turning or will access remain the same? Mr. Baker responded, no, it will be a painted median that's flush with the pavement that you can drive over. So, again, from Elizabeth and Moore all the way to Hampton Street, we are going to mill the asphalt and repave it, so it will look pretty and new, and there will be several painted medians, like this one at Carn Street, where as you come out at Carn and turn, there is a painted median there that actually defines turn lanes, but you can still drive over it. That will remain consistent all the way to Hampton Street. Now, from Hampton to West Washington Street, there will be a four foot wide raised brick median that prevents left and right turns at these cross sidewalks - from this street to this street, across the courthouse, in front of the courthouse. There is one driveway going into the parking lot, but it is the County Parking Lot.

Council Member Bonds then stated, so let's continue on out as it relates to any type of median change. Mr. Baker stated, so now when you go from West Washington Street to Benson, there is the same raised brick median, which prevents left and right turn crossovers and you'll see it deflects to allow for turn lanes. So, this comes over and there will be a through lane and a turn lane. The median that is there today takes the same form, but it's painted and you can drive across it. So, this one is raised, and the reason it is there is that as you approach downtown, it is important to put things in the streetscape that signifies to the motorist that you are approaching downtown, and those things are cross walks, it could change in color and texture, a raised median, wider sidewalks, street trees, the fountain - all of that tells the motorist you are approaching downtown.

Council Member Bonds then said, you are talking about existing sidewalks. So, for instance, where Zack's business is, there is an existing sidewalk and what I would call a retainer wall, that's where the Blocker Boys are, and maybe a railing along there. So, I am asking, are we going to put street lamps along that sidewalk, also?

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Mr. Baker responded that the power company is working on a street lamp plan. Council Member Bonds then said, what I want to make sure of is if we are going to stiffen up 15 or 18 inches from the road, that we are still ADA compliant? As I understood it, we were not going to move Zack's walk and that's what I am trying to figure out.

Mr. Baker responded, those sidewalks are in many cases a little narrower than what we put in Phase 1C and 1B. What we are going to do there, where there is a light, we are going to cut out a piece of sidewalk and it's going to flare out to be a little bit wider to make sure that we have the ADA access. We have ADA access in Phase 1C and 1D because it is more than 42 inches from the clearance, but in Phase 1B we are not redoing all the sidewalks. Wherever we put a lamp in, if the sidewalk is too narrow, then we've got to cut out a piece of sidewalk and make it wider. Make it actually flare out so there is a clearance.

Council Member Bonds then said, when you say flare out, what that means is you are going to flare out into the easement or would it be possible we would be knocking that wall down? That's what I am trying to figure out. Mr. Baker responded, if there is a wall there, an impediment like that, if it's there, we probably would move the light and not do it. So, this is what I am talking about, here is the curb and the street is out here. When we go in and drop in a light, if the sidewalk is less than ADA width from the base of the sidewalk to the edge, we will cut out a piece of the sidewalk, flare and put it in like that. If there happens to be an impediment there, we will probably not put the light there. That's what we are working on now is trying to get the power company to get us final locations for lighting, so we can get in there and verify it. If there is a retaining wall or something that won't allow us to do it, then we won't do that, because we are not going on to private property there. If you know of an impediment, make sure Jeff gets that to us that you have a special concern that you want us to avoid and not interfere with. Get that to us.

Mr. Baker further stated that Phase 1B will have a raised median, no trees, but a raised median with brick from Hampton Street to West Washington, and from West Washington to Benson Street. The rest of Phase 1B will not.

Mr. Charlie Sweat, former Mayor and citizen, then asked a question. He said, I remember when we originally talked about this many years ago, my concern is still there. By putting in that raised median, you cannot let people turn into the City Parking Lot from the north bound lane. Mr. Baker responded, that's correct. These people cannot make that turn, they will have to come around.

Mr. Sweat further pointed out that the same thing happens as you come on down past that, you will have the lawyer's office and an alley way on the northbound side again, past McLeod's office, there is a gas station. You cut off all those accesses across that median, if you put that impediment in there. Mr. Baker responded, that is correct. From Benson Street to West Washington Street, you will not be able to cross the median.

Council Member Bridge then asked to see a picture of the median in question. Mr. Baker then passed around a photoshop image of what it would look like if we followed this design.

A question was raised by a citizen on whether or not emergency vehicles will have access across the median in case they needed to cross over and get into that area? Mr. Baker answered that this median is designed with what we call a roll curb, meaning that a big pick-up truck can roll right over it. Yes, an emergency vehicle can roll over it. What we really want to do is to calm down traffic in this block, right by your downtown, those two blocks, so that the people who are coming in will slow down

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and enjoy the downtown. So, as they are coming through, we want them to know they are in downtown now. So, we are trying to put as many things in this block as we can to capture the motorists' attention, and those medians are an important part. Yes, you can drive over them for emergencies.

Mr. Bill Proctor of the Colleton County Veterans Council then addressed Council. He said, we have been talking with County Council. We attended their meetings and they have approved of us having a Colleton County Veterans Park. Mr. Proctor then pointed out the area for this park. He further said, one thing if you had this curve blocking that driveway, there will be no egress and ingress going north off of Jefferies Boulevard to that area. The only way to access that parking area or the park, is that we would have to go all the way around it. There is one road coming into it. So, I don't think that median is correct for that driveway there. It has no access into that parking area or our park. We have already talked to County Council and they have already agreed to our rendition. Bob Keegan is with the Colleton County Veterans Council and has given County Council renderings of what we want for that corner. Commander John Wallace, Post Commander for the American Legion Post 93, is now handing out copies of the seals of the military units or groups that we will have. We have the army, marine, navy, air force and coast guard. This is our rendition. We had an art teacher at the high school do this for us. He (Commander Wallace) is passing out copies to you.

Mr. Proctor further stated that he liked the idea of copper stone. What we want to do is that there is an existing wall already there. What we want to do is raise the height of that existing wall by about 6 feet on both sides (on the north and south wall). What we want to do here is keep it clean. You can forget that grass part, I think the pavement looks good there. The only difference that I'd like to see is a flag pole with the American Flag there in the middle. On the north wall, it will have "Colleton County Veterans Park." On the left (south wall), that's where we will place all the seals of the military organizations that we have. Later on, on the back part, we will put a crushed concrete and oyster shell plaza on the back part, so we can have open area events. Then later on, we will be wanting to put a sidewalk with a fence line matching the iron that's on this wall, down to the entrance to the park. That will be like Phase 2. Phase 1 is to keep the wall there, build it up to an entrance going down into our park in the back part. Like I said, we could hold veterans' organization events there. We could have Rice Festival events there. It could be used by our County and the City. This is a high traffic area. We would like to see people coming and visiting our area. When they look over here, they will see a Veterans Park with the American flag on the flag pole. This would benefit the City and the County greatly.

A question was then asked by City Attorney George Cone. He asked Mr. Proctor if he was aware that the County had already given the City a streetscape easement in that area, and that you would need to coordinate with the City? Mr. Proctor responded that he was not aware of this, but would like to do that right now. This park came up real quick and we didn't realize that this was going on. Attorney Cone responded, we understand that, but you will need to coordinate it with Mr. Molinari. That's on the corner of the County's parking lot. Mr. Proctor then stated, I understand that the County owns it, but there is a side easement going across there. Everything back behind that is all County. Attorney Cone added that the City was given an easement at that corner to do planting and the streetscaping. So, the City has the right in that area to landscape it. Whatever your project is, you would also need to coordinate with the City, as well as the County. Mr. Proctor responded, well, that's why we are here now. Like I said, we are trying to get our ducks in a row, but we didn't know this was coming up this fast with the streetscape. Attorney Cone responded, well, it's a good thing you brought it up now at the beginning phase. Mr. Proctor added, well, I was in the first meeting here and I brought it up and I discussed it with everyone, even the

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architects. We told them our vision of what we were going to do. I like the pavers, I think that is great. I would just like to see the wall with an entrance way going down through the park. It will save money.

Mr. Proctor then asked Mr. Baker about the palm trees. He stated, what we are talking about doing and you can save money is not having to plant those palm trees and all of the vegetation at all. All of that or any of that money could go to building and facing the wall. Like I said, our next phase will be a concrete and oyster shell plaza or stage if you want to call it that, which will match the City's sidewalks that are over here. It's all oyster shells and concrete. That way, we can have veterans' events, city events, county events all right here. It will be open air. Removing the vegetation right there will pay for the cost of the wall. From what I understand from the engineers to build a 6-foot wall, you will need an 18 ft., 18 inch base. I am pretty sure we have that, because we have a foundation for the wall already. The walls will be made of bricks, matching this over here. This will mirror the bricks and everything on this corner. It would be great for people coming through Walterboro when they get to this intersection to look over and see the American flag and a County Veterans Park.

Attorney Cone reminded Mr. Proctor to make sure that he gets with Mr. Molinari, the City Manager, on this. He asked Mr. Proctor if they had contact information on each other. Mr. Proctor then said, I think that Mr. Johnnie Holmes has been trying to get in touch with the City Manager a while back. Mr. Molinari responded that Mr. Holmes had made contact with him several times and that he had asked Mr. Holmes to produce the vision they had for this area, and this is his first time seeing it.

Mr. Proctor again stated, this is for the veterans. We represent the American Legion, the Veterans of Foreign Wars, Disabled American Veterans, Tuskegee Airmen, Veterans Victory House and we have our County Veterans Affairs Officer here with us. We represent over 6,000 veterans in Colleton County. That's a lot of voters.

Attorney Cone then pointed out a statement on the drawings provided by Mr. Baker. He said, I noticed on this, it says "changes may occur." So, this is not final until it's final, is that correct? Mr. Baker responded, that the note relates to the lights. We have a rough layout, and we are still working on this. So, these lights are conceptual, and we are still working on the final. Attorney Cone asked, so those lights on that section leading up to Hampton Street are not final? Mr. Baker responded that this section is pretty close to being final. He added that it is 95% to being final. Attorney Cone then said, 95%, so there may be changes. He further stated, I am the City Attorney and I want to make sure that nobody is misled or doesn't understand that changes may occur. He then asked Mr. Baker, is there some way that the City has for a person who wants to be notified when the City is notified that changes have occurred? You know, they can get an e-mail saying we've got a revised plan, come down to City Hall to look at it. Mr. Baker responded that the City Manager, Jeff Molinari, is our go-to-person, but at this point, unless Council directs us to change anything here, we are getting close to making the final submittals on this. Attorney Cone stated, I am trying to make sure that City Council does not have any aggrieved public citizen who claims that they didn't know when a change was made that affects their property.

Mr. Thurston Hiers, a citizen, then stated that he agreed with Attorney Cone one hundred percent, because this directly affected me. There were no drawings posted for the City or anybody to see what the actual construction drawings were for that project that you just completed, and you literally cut off 50% of my driveway. It resulted in a lawsuit between Dairyland and the City of Walterboro, and that's because there were no drawings posted any where that showed these planters being put in the middle of the road. How is the public supposed to know? How is the Blocker Boys supposed to know what you are going to be building if there is nothing posted for the

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public to see? Current drawings need to be posted. Signed, sealed construction drawings need to be posted where the public has access to them. Mr. Baker responded, I think that is a fair comment. Mr. Hiers replied, I think that is more than fair, because we are entitled to that. We are the taxpayers. It just does not sit well, when you lose 50% of your driveway and no one has told you that this thing was coming up in front of you. I sat in those same meetings prior to this construction, and I was told that there would be no impediments in any driveways, and that is basically what I am hearing here now, but that doesn't mean anything. These drawings aren't worth the paper they are written on. Attorney Cone responded that Mr. Baker has said that these are 95%, emphasizing that they are not final. Mr. Hiers then restated that the public needs to have access to the final drawings. Mr. Baker replied, fair enough. We will make sure that the City gets them.

Another citizen in the audience said that he felt any landowner along Jefferies Boulevard, along this project, should be notified, because he owns parcels all along here, and if this changes, he wanted to know about it. I want a letter or a publicized meeting, he said.

Mr. Baker stated, I am pretty sure that the last drawings we gave the City were posted, but I don't want to go into a debate over that.

Attorney Cone then directed attention on the subject of flare outs for the light fixtures. He asked if the flare outs would go into the adjacent property or into the highway? Mr. Baker responded that the flare outs will still be within the street right-of-way. Attorney Cone then asked if adjacent rights-of-way be required? Mr. Baker responded, no, not as it stands today. On the section in phase 1B, there is no intent to expand the right of way.

Attorney Cone then asked if anybody at the City has noticed that there is an ambulance service just north (of where his office is located on Washington Street), and they will be restricted from leaving their property going in a northerly direction only. I am not saying this as the City Attorney, but just as a person who is aware of that. There is an ambulance service right there, next to where Burger King used to be. Mr. Baker responded, good point.

Ms. Jayne Siegel, a city resident, then raised a question. She said, I just have a question on phase 1B. Has anything been approved by City Council? Mr. Baker responded that this meeting is to get this finally approved. Conceptually, we have made several presentations to City Council and have gotten their input every step of the way. There is one other approval we will need to get and that is from South Carolina DOT. Once we leave this meeting and get direction from Council on these plans, we will then finish them and take them to South Carolina DOT for a permit to go to work.

Ms. Jayne Siegel then said, one more question. I am at Hampton at the intersection of Washington and Jefferies, does this plan require reconstructing everything that was just built? Mr. Baker responded, no, it does not, because when we put in Phase 1 here for what we call the Arborscape, which was West Washington Street, we set in conduits for power and plumbing. We set this up so that it could receive the fountain, because it was City Council's vision at that point to have a fountain here someday when the funds were available. So, now the funds are available and so now we can come in and drop the fountain in there. We will have to do some excavation of the flower bed and some there at the end, but the majority of that work - the walls, the pavers and all that will remain in place. So, it was designed to receive a fountain.

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Mr. Bill Proctor then said, I would just like to make a statement that I think this would be a good time for City Government and County Government to get together and work on a mutual cause and benefit.

Mr. Baker then said, I think this project is an excellent example of just that, because it was the County and the City that worked together to get the tax revenue funds approved to fund this project. So, it is really an excellent collaboration between the County and the City.

Mr. Baker then told the audience to feel free to come up and look at the plans (posted on the walls) for Phase 2 South. He said, you know where your property is. You can look at where the medians are placed. Everywhere there is a median, there will be left turn and right turn movement restrictions. What we are doing is we are going to place trees in the middle of the highway to enhance the visual quality. So, as you drive through the current phase, you can see where those medians and trees are. The idea is that we really want to tell the motorists who are coming in off the interstate that the street lights, the signs, the trees mean come on in to downtown. So, look where those are located. They are not the entire lane, but you can see where they are. If you have any questions or concerns, please let Jeff know. We are moving forward with construction drawings on this as we speak. This is 75% through construction.

Mr. Mike Katchuk, a city resident, asked Mr. Baker if the drawings would be reviewed again at a later date. He said, are we going to review them again after we go up and look at them here at the meeting, or will this just be quick talk and then you will move along with the plans? Mr. Baker responded, when we get comments from the City, we will incorporate those comments and then we will have a 95%. Those are at 75% done. Mr. Katchuk then said, I have to agree with the gentlemen here. The last time we had this meeting here, I misunderstood everything that was done down there. I didn't see any plans or drawings for the length and width of the sidewalks. Also, the multiple lights down there, seem to be overkill, and there is no room to walk down those sidewalks without falling off the sidewalks. Two people can't walk down the sidewalks without getting tangled up around the light posts. Mr. Katchuk added, you can ride a bike down the road right now, but painting them on the road. Yes, if you want to get killed and ride within the traffic. You know that they don't even allow that any more in other states. Mr. Baker responded, you know you are right. South Carolina DOT has over-sped the lights. That's just the way the state code is. We try to cut back on lights, but South Carolina DOT says that is the level of lighting you have to do. It's a state code. Talk to your SCDOT transportation people, because they are the ones who spec those lights. They say you have to do this.

Another citizen spoke about the wall. He said, if we are going to have to have those many lights, is it going to affect our wall - the wall in front of the Blocker Boys? He stated that his business was on the corner of Elizabeth Street. We are on the right-hand side. So, if you were having to put a light there, then essentially you would have to knock our wall down and set it behind the sidewalk. Mr. Baker responded, that is not the intention, so we will probably move that light. The citizen responded, so if DOT says you have to have so many lights, then if we move that light, is that going to be a problem? Mr. Baker responded, yes, but we will probably have to start at a different total. We may put it here and here, or whatever. It is the power company who's doing the lighting plan. We are not doing the lighting. The power company is doing the lighting and SCDOT is setting the level of light. So, the lighting is not really part of our contract, per se, but we are trying to coordinate it. So, I will make sure that is mentioned.

Another citizen raised a concern about the planting of the trees. He said, it looks like a lot of the trees will be planted under the power lines, and they are real

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close to those lines now. Mr. Baker responded, where trees are under power lines, the power company has a very strict regiment of what can and cannot be done. Any tree that is in a power easement and under the lines, has to meet their requirements. So, you have to have things like crepe myrtles. You can't have live oaks, any magnolias or things like that. So, if they are under the power line, that's what they say, they have to be small trees. They don't grow to be big trees. (I am going to make a note about that wall on the northeast corner of Moore and Jefferies).

Mr. Mike Katchuk then asked if there would be any speed limit changes? Will we keep the same 25 mph speed limit? Mr. Baker said he did not believe there would be any change to the speed limit, but I will have to make sure of that with our engineers. I don't believe there is. Mr. Katchuk said the 25 mph is a safe speed, but everybody goes through our town at 35 or 45 mph, and that is going to make one crazy road down there with people coming off I-95. People are driving like I-95 and then you get off driving fast. He said, we have got to spread that 25 mph limit out farther so that traffic is slowed down. I think slow is a lot better. We happened to own the hotel there and in just the last 4 years, there have been two overturned cars and quite a few accidents coming out of the gas station, because everybody is driving 35-45 mph down the road. Most cars can't even make it around the turn now without applying the brakes. Mr. Baker responded, again, I think you will have to work with SCDOT to change the speed limits.

Attorney George Cone, speaking as a private citizen, asked about the raised median north of Washington Street. He asked, what safety purpose does that raised median serve? Mr. Baker responded that SCDOT really like raised medians because they prevent traffic conflicts. When anybody turns left across traffic, then you have a chance of an accident. So, SCDOT likes to have medians. On the other hand, you don't want medians because it will block your turns.

Attorney Cone asked if there were any kind of information available on any accidents there for one block north of Washington Street? Mr. Baker then asked Mr. Cone, what would you like to see there. Do you want to see the median go away? Attorney Cone responded that he knows two of the property owners in that area who might have objections to it. He said, I work with them every day, who owns the building department right on the corner, who lease it to the tenants there. I was just mentioning that there are two people who might have objections. Neither one of them is here, and that is the only reason why I mentioned it.

Mr. Proctor then stated that he wanted to speak on the raised medians south of Washington Street. He said, are you going to block off the entrance to the County Parking Lot, from the north bound lane? What do you think about that county? A citizen responded, I don't like a raised median. I don't think they ought to be in there. You have 5 lanes, you have a turning lane, leave it be.

Mr. Proctor pointed out that this would make only one entrance to that big County Parking Lot back there, and down the road is going to be our Veterans Park. If you have a raised median on south of Washington at that driveway, there is no way for anybody going northbound to make a left turn to get into that County Parking Lot. Well, you have to go through the light, go all the way down to the next road, take a left and then you've got to go on that back road and go all the way around to come into that lot. For emergency vehicles, ambulances, etc. coming through there, there is limited access.

Attorney Cone pointed out that he did not personally have a problem with the raised medians. He said, I am just raising a point that the other two property owners might have. I did not have any problems with the raised medians in front of two properties I own on South Jefferies. So, I just wanted to point that out.

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A lady from the audience then asked if there would be any other meetings on this matter? Mr. Baker responded, not on this. This is moving forward. She further said, I just think there are more questions that need to be directed to DOT. Could one of them be invited to one of these meetings? Mr. Baker responded, we will work with DOT because we have to. If any of you have any questions, I would just pass them along to Jeff.

Mr. Baker then said, now the gentleman has asked that these plans be posted. Mayor Young then asked what would happen if DOT comes back and changes something, then we need to have those changes so all can be aware of it. Mr. Baker responded, absolutely. Those changes come back to the City, the City approves it, and then they (the City) can post it or put out a notice on it, but I don't anticipate any changes.

The Mayor then announced, everybody is welcome when we adjourn the meeting to come up and look at the plans. I am sure Mark will stick around and answer any more questions.

Mr. Baker pointed out that he brought with him for review detailed construction plans. He told the audience, you can also come up and look through those.

There being no further business to consider, a motion to adjourn the meeting was made by Council Member Bonds, seconded by Council Member Broderick and passed unanimously. The meeting adjourned at 6:00 p.m. Notice of this meeting was distributed to all local media, posted on the City's website, and the City Hall bulletin board at least twenty-four hours prior to meeting time.

Respectfully,

Betty J. Hudson
City Clerk

APPROVED: September 6, 2016