gmail

Len Richardson <lrichard@lexrich5.org>

RE: Amicks Ferry Road School Site - TIS Review Comments - SCDOT

1 message

James, Michael <JamesMT@scdot.org> Tue, Jul 25, 2017 at 5:15 PM
To: Len Richardson <lrichard@lexrich5.org>, "Al Berry (alberry2044@gmail.com)" <alberry2044@gmail.com>, "Self, Anthony (anthony.self@aecom.com)" <anthony.self@aecom.com>
Cc: "Johnson, Ashley" <JohnsonHA@scdot.org>, "Sawyer, Ed" <SawyerEA@scdot.org>, "Clark, Delisa" <DClark@ed.sc.gov>

To all,

I was out on vacation from July 13th – July 21st. I apologized if you tried to reached me unsuccessfully while I was out, but I made Ashley Johnson aware of all of my pending projects especially the TIA for the proposed school on Amicks Ferry Road.

I have read all of the chain e-mails for the Amicks Ferry Road School site since I returned on July 24th. Let me reiterate that the School District Five of Lexington & Richland Counties must address all concerns that SCDOT have with the Traffic Impact Study (TIS). Once the TIS is revised and SCDOT concurs with the revisions, only then will required roadway improvements be determined.

The revised TIS should be submitted to SCDOT's Traffic Engineering headquarters office (Michael James) and District One Traffic Engineering office (Ed Sawyer).

Thanks,

Michael James

SCDOT –Traffic Engineering

School Operations – Room 217

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From: Len Richardson [mailto:lrichard@lexrich5.org]
Sent: Monday, July 17, 2017 3:21 PM
To: Johnson, Ashley; dclark@ed.sc.gov
Cc: alberry2044@gmail.com; anthony.self@aecom.com; michael.lambrecht@aecom.com; James, Michael; Rhoades, Joey; Sawyer, Ed; Kelly, Matthew T.; jrooney@ed.sc.gov; Stephen Hefner; tlarkin@lexrich5.org
Subject: Re: Amicks Ferry Road School Site - TIS Review Comments - SCDOT

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Delisa,

Please see attached letter referencing the roadway improvements at the proposed school site on Amicks Ferry Road in Chapin. I understand that this will allow you to provide an approved Form F2. You may email it to me when complete. Please let me know if you need any additional information.

Thank you.

A. Len Richardson

Chief Finance Officer

School District Five of Lexington & Richland Counties

1020 Dutch Fork Road

Irmo, South Carolina 29063

http://www.lexrich5.org/domain/2704

On Mon, Jul 17, 2017 at 8:23 AM, Johnson, Ashley <JohnsonHA@scdot.org> wrote:

Good morning,

SCDOT has completed its review of the Traffic Impact Study for the Amicks Ferry Road school site. There are several comments/concerns which are listed below.

SCDOT HQ Traffic Engineering

1. SCDOT does not agree with the trip distribution for the school site. The trip distribution should be based off of the attendance zone for the school. The TIS uses a method that determines the percentage of traffic from each direction based

on the existing traffic. That may work if the school is located in the center of the attendance zone. The attendance zone is not known right now. This info was requested but has not been provided. Changing the attendance zone will drastically change the outcome of the TIS.

2. In several locations, the TIS states that the intersection does not meet the TG-21 requirement for LOS. TG-21 states that a LOS C is required. The TIS states that since the 2019 No Build scenario does not meet this, no mitigation should be done for the 2019 Build. TG-21 states that in this case, the 2019 No-Build should be used as the baseline and that mitigation should be considered to maintain this LOS. See the attached highlighted section in TG-21.
3. The TIS shows a general site plan which produced the following comments:

    a. SCDOT concurs with the main school access drive being across from Lake Tide Drive.
    b. The proposed Bus Driveway should be pushed as far away from the main entrance as possible. The plan shows a 600' minimum but any additional space that can be provided between the drives is recommended.

4. Site plan and TIS should show/detail the amount of on-site stacking that will be provided for the proposed school. Refer to Chapter 4 of SCDOT's ARMS manual for guidance.
5. School flashers should be considered for all new school sites. The purpose of these lights are not to improve the LOS as stated in the TIS. They are intended to improve awareness of motorists entering the school zone where pedestrians may be present along with the concentrated peak traffic times. The TIS did recommend that a school sign be placed on the curve before the proposed site on Amicks Ferry Road. A school zone should be established on both Amicks Ferry Road approaches to the school.

<u>SCDOT District One Traffic Engineering</u>

1. The traffic distribution seems to be doubled in some instances, unless we are misunderstanding the calculations. For example, 501 eastbound throughs are shown as 41% of the distribution traffic in the AM peak, but another 42% of the distribution is from the same traffic stream. While previously indicated in comments that distribution pattern should be calculated using attendance zones, the distribution pattern shown in Table 2 is still unclear.

2. The trip generation volumes seem to be low (though are in line with the Trip Generation Manual) It appears there are 6 buses being used. At 30-40 kids per bus, that would be about 200 bus-riders. The other 550 kids would have to be dropped off and driven home by a parent. The main entrance shows 144 entering trips in the AM peak. Of that, 18 are assumed to be the remaining 30% of the

faculty. This leaves 126 (or 153 if you use exiting trips) vehicles dropping off kids. That would average about 3-4 kids per car. This is probably not reasonable.

3. It may be appropriate to collect entering and exiting vehicles during AM and PM peak hours at an existing local elementary school, such as Chapin Elementary, once school is back in session. This may give a more realistic trip generation in this area.

4. The mitigations noted will be HIGHLY dependent on the amount of stacking provided on site. This MUST be sufficient to prevent vehicles queuing in the roadway.

5. The school may draw more traffic from Long Pine Road and more traffic may try to avoid the school traffic and turn left onto Long Pine Road. Therefore, consider extending the three-lane section from the school to just past Long Pine Road to provide turn lanes at the intersection. Depending on sight distance and other geometric conditions, the three-lane widening may also have to be extended around the curve.

6. Consider providing a turn lane on Lake Tide approach to Amicks Ferry Road to closely match the geometry of the main school driveway.

7. Consider including two entrance lanes into the main school driveway. Two entrance lanes would provide the ability of double stacking parent pick-up/drop-off in the future.

8. PM 2019 Build-Mitigated reported delay for Amicks Ferry & Long Pond is incorrect and should be same as PM 2019 Build.

Let me know if any additional information is needed.

Thanks,

Ashley

Ashley Johnson, P.E.

Traffic Operations Engineer

SCDOT

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