

Spartanburg County Transportation Committee
MINUTES
October 18, 2007
County Council Chambers
Spartanburg County Administration Office Building

A public meeting of the Spartanburg County Transportation Committee was held on Thursday, October 18, 2007, at 6:00 p.m. in County Council Chambers, Spartanburg County Administrative Office Building. Chairman Billy Painter presided. The following members were present: Tom Arthur, Sam Evatt, Mike Garrett, William Hamilton, Steve McAbee, Les Mitchell, Hal Murphy, Bud Workman.

In compliance with the Freedom of Information Act, notices of this meeting were mailed in advance to county officials, local news media, citizens, and other interested persons.

Item # 1 – Approval of July 19, 2007 meeting minutes

Tom Arthur moved to approve the July 19, 2007, meeting minutes as printed and mailed. Sam Evatt seconded the motion. The motion carried.

Item # 2 – Financial Report – Mrs. Sabrina Mason

The C Fund beginning balance as of the fiscal year, July 1, 2007, was \$3,070,387.14. Deposits have been added amounting to \$871,109.00. Projects approved as of September 30, 2007 amount to \$741,229.93 leaving the total unobligated funds of \$3,200,266.21. The estimated revenue for the 2008 fiscal year amounts to \$3.7M which includes donor county funds. However, donor county funds are usually not available until after the new fiscal year begins. There is \$184,870.06 of approved projects that have not yet been set up. These funds are the Administrative contract funds which are subtracted as used, leaving estimated unobligated funds at the end of fiscal year 2008 at \$6,715,396.15.

Item # 3 – Update on active projects – Mr. Eddie Speed

Since the last CTC meeting, projects completed include Highway 357 @ Gap Creek Road, SC 295 @ Hayne Street, Howard @ Pearl Street, C Fund Paving, Carlock Road, John Martin Road, Holden Drive, Woodlake right turn lane, and the Pacolet Wall.

The Monks Grove Church Road construction is to start on 10/29/2007.

SC 296 @ S-62 is under construction.

The final drawing has been received and in the process of purchasing right-of-way for the Windmill

Hill @ Compton Bridge Road project.

The final drawings have been received and the right-of-way is being purchased for the Peachtree Road round about project.

The final drawings have been received and are waiting to purchase one piece of right-of-way for the Woodburn Road @ Fernwood Road right turn lane project.

The Fairforest Road survey is complete. The preliminary design is about 50% complete.

On the Highway 358 @ Hampton Road project, preliminary design is about 90% complete, with the construction drawings to be received within in 4 to 5 weeks.

Mr. Painter requested an updated final cost report on the above completed projects at the next meeting.

Item # 4 – Recommended projects from Advisory Committee – Mike Garrett

The Advisory Committee has met over the last quarter and is recommending the following projects:

a) Representative Bob Walker request for Highway 14 - \$92,340 (Includes \$51,240 of 2008 set-aside funds and \$41,100 of C Funds)

This request is to do some further improvements to Highway 14 in Landrum. The additional work to finish the project includes installing two traffic signals, paving the approaches to the bridge over I-26, and repairing the bridge deck. The total funds needed to complete the work are \$221,447. Funds available are two years of Rep. Walker's set-aside of \$108,463.54; the City of Landrum is contributing \$20,662.42, which is a total of \$129,126.96. The total funding request to finish the project is \$92,340. Rep. Walker is requesting his 2008 set-aside funding of \$51,240 be approved, and the Advisory Committee is recommending the additional funding of \$41,100 C Fund money be approved to complete the project.

Tom Arthur moved to approved \$51,240 of Rep. Walker's set-aside funding and \$41,100 of C fund money to complete the project. Sam Evatt seconded the motion. The motion carried.

b) Spartanburg Housing Authority request to transfer funds from the relocation of Collins Avenue to the Southport Station Access Road. This includes two years of Rep. Mitchell set-aside funds - \$401,040.00

The CTC had previously approved \$300,000 of C funds for a project to relocate Collins Avenue on the south side of the City of Spartanburg. Representative Harold Mitchell has had two years of his set-aside money approved at \$101,040.

There have been some changes in the planning with how the area is going to be redeveloped. The Housing Authority is in the process of developing a project off Highway 295 and is requesting these monies

be transferred to providing an access off Southport Road (Highway 295).

The project that the Housing Authority is asking the funds to be transferred from is actually part of the overall connection to be the Matthew Perry Parkway. Now that finances are not expected through an earmark from SCDOT, the Housing Authority had to proceed with the project. As a result of the roadway not coming all the way from Southport Road up to Collins Avenue, there is no longer a reason to realign Collins Avenue, but there is still a need to have access into the Southport property which will continue on north. The SCDOT is planning to do the environmental assessment by Earthtech which has worked on this area before. Once the project is completed, there is a potential of 478 residential units and 65,000 square feet of commercial retail.

Mr. William Hamilton moved to approve the funds be transferred to the Southport access into Southport Station. The motion was seconded and approved.

c) Cherry Hill Road Relocation: Old Converse Road railroad bridge closure - \$300,000 Norfolk Southern has agreed to \$150,000; School District 3 has agreed to \$100,000. Total amount of project cost: \$550,000.

This project is one that the C Fund committee has been working on for a number of years trying to correct an intersection problem near Broome High School at US 29 and Cherry Hill Road. The committee had proposed to construct a connector from Cherry Hill Road 1 to US 29 from the intersection of Old Converse Road and remove the old wooden railroad bridge over the Norfolk Southern track on Old Converse Road. The estimated cost of the project is \$550,000.

A partnered funding plan with School District 3 contributing \$100,000, Norfolk Southern contributing \$150,000 and requesting the C Fund committee approve the balance of \$300,000.

The project would consist of Norfolk Southern removing the railroad bridge; cul-de-sacs would be constructed on both ends of Old Converse Road on the Cherry Hill Road side. There would be activity on the other side of the bridge from Saint Marks Church Road over to Old Converse Road back to US 29. The committee has been pursuing this project for a number of years and identified as a high priority project.

Support from School District 3 has been received. There is interest from a safety point of view.

The intersection of Cherry Hill Road and Old Converse Road is very congested. The intersection of Cherry Hill Road at US 29 is a very acute angle. There is a traffic signal at the intersection. The wooded railroad bridge is very unsafe. Last year, a young high school student missed the bridge and went over the embankment. The Advisory committee is recommending the project.

There has been some opposition that has just surfaced during the last couple of days. Representative Littlejohn has been working on the project and interfaced with Norfolk Southern to get \$150,000 from them. He is in favor of the project, but has recently received telephone calls from some who oppose the project.

Mike Garrett is proposing to have a meeting with the community to give them a briefing on the project.

Before the meeting began, a gentleman came with a petition of signatures who oppose closure of the bridge. It appears a community meeting needs to be held before the CTC takes any further action on the project to make sure the people in the community know exactly what the project will accomplish and what some of the people in the community are opposed to.

Steve McAbee moved to table action on the project until a public meeting can be held for the community to voice their opinions regarding the project. The motion was seconded and approved.

Greg Mack, from School District 3, and Mr. Don Bramblett, resident of the area, expressed their support for approval of the project and would appreciate any progress that can be made on the project.

d) Guardrails at Lake Forest Drive - \$14,650

This request from SC Department of Transportation is to correct an unsafe situation on a curve on Lake Forest Drive. The request is to install 1000 feet of guardrail at a cost of \$14,650. The CTC Advisory Committee reviewed the request and recommends approval. This is an area that has a bad curve, in a floodplain, and a sloop on the curve. The request was sponsored by the most recent accident with severe injuries. The terrain would make it very expensive to straighten the curve.

Sam Evatt made a motion to approve \$14,650 for the installation of the guardrails on Lake Forest Drive. Hal Murphy seconded the motion. The motion carried.

**e) Right turn lane on Reidville Road into Shenandoah Drive - \$64,704.56
(Rep. Talley's set-aside at \$51,120, and additional CTC funding at \$13,584.56)**

This request is to correct a sight distance problem at the entrance of the Shenandoah Subdivision. Representative Talley has allocated his 2008 set-aside funds in the amount of \$51,120 for the project and the \$13,584.56 is additional C funds necessary to complete the project. The Advisory Committee is recommending approval.

Sam Evatt moved to approve set-aside amount of \$51,120 and the additional \$13,584.56 funds necessary to complete the project. Steve McAbee seconded the motion. The motion carried.

**f) Sidewalk repairs to continue streetscape in Town of Reidville - \$17,500
(Partial funding with Rep. Kelly's set-aside.)**

Representative Kelly is requesting a portion of his 2008 set-aside funding in the amount of \$17,500

be approved to construct sidewalks in the Town of Reidville. This amount of money will make up the total funding to continue with the streetscape project.

Bud Workman moved to approve \$17,500 for the Town of Reidville to continue with the streetscape project. The Town of Reidville has received an enhancement grant for the streetscape. Sam Evatt seconded the motion. The motion carried.

g) Dairy Ridge Road Bridge – Discussion

The Dairy Ridge Road Bridge has been closed for about three years. It is located on a county road at one entrance to Camp Croft State Park. A replacement bridge is estimated to cost about \$1M. A funding plan has been in progress. Representative Littlejohn has been very active in securing funding from the state in the amount of \$250,000. This committee has previously approved his set-aside funds in the amount of \$39,760, \$250,000 if further funding can be secured by December of this year; and, the balance of \$3,440 from Rep. Mike Anthony's set-aside funds making a total of \$543,200.

In order to move the project along, Mike Garrett is proposing to recommend to County Council, during next year's budgeting process that road fee dollars in the amount of \$250,000 be allocated to this project. This will require County Council approval. The CTC Advisory would like to take advantage of the competitive bidding environment to move the project toward the bidding process in July when funds are available. SCDOT is not bidding any projects at this time making contractors very hungry for work. The Advisory Committee is asking the CTC for permission to proceed with the project based upon the promise that the County will fund the project in next year's budget to allow for the engineering to begin. The engineering process would cost approximately \$100,000.

Mr. Tom Arthur suggested using the state earmarked funds instead of the approved C Funds to complete the engineering. Therefore, Mr. Tom Arthur moved to proceed with the engineering costs from state earmarked funds giving County Council the opportunity to fulfill their part of the obligation. If County Council does not approve their portion of the funding in July 2008, as promised, then the C fund money could be moved to provide for other projects. Sam Evatt seconded the motion and carried.

h) Traffic impact study at the intersection of Rainbow Lake Road at River Oak Road for constructing a new school in District 2

The CTC approved a new school policy stating that a traffic impact study would be required before constructing a new school. This committee would consider funding up to 50% (up to \$300,000) of off-site improvements recommended if funds are available.

A request from School District 2 has been received for an impact study to be completed at the

intersection of Rainbow Lake Road at River Oak Road. The county staff has agreed to complete the study in-house.

At this time, this information is being provided with the understanding the advisory committee may be coming back to the CTC to help provide for the required improvement recommendations.

i) 2008 Road Resurfacing

Each year the CTC identifies City of Spartanburg streets, Spartanburg County streets, SCDOT streets and other smaller municipality streets in the County that need to be resurfaced. The Advisory Committee is recommending the committee approve \$2,368,001.00 for resurfacing at the same level as last year. The City of Spartanburg would be allocated \$259,095.00; Spartanburg County would be allocated \$1,038,000.00; SCDOT would be allocated \$709,906.00; and the small municipalities would be allocated \$361,000.00. The roads to be resurfaced are attached as Exhibit I, City of Spartanburg; Exhibit II, Spartanburg County; Exhibit III, SCDOT; and Exhibit IV, Municipalities.

Tom Arthur moved to approve funding for resurfacing of City, County, State, and municipality streets at \$2,368,001.00. Sam Evatt seconded the motion and carried.

Item # 5 – Projects NOT recommended from the Advisory Committee

The Advisory Committee voted not to recommend the following projects:

a) Resurface of Racing Road

Racing Road has an overall condition index (OCI) of 57. There are some bad places in the roadway, but the OCI is determined by the length plus the width. There are stretches of inadequate pavement, but DOT has agreed to do some spot repairs.

b) Transfer Rep. Davenport 2006 set-aside funds amounting to \$33,440 from installing a signal at Mills Avenue to asphalt a City of Inman parking lot located on Mills Avenue just below the corner of Bishop and Mills Avenue.

The committee had previously approved set-aside funds to the City of Inman for traffic signals at Mills Avenue with a balance of \$33,440. These funds were requested to be transferred to pave a parking lot on Mills Avenue. The project was not recommended because the parking lot actually consisted of two lots, one of which the city owned, the other one is leased and privately owned. The entrance to the City of Inman lot required motorists to enter from the leased privately owned lot, therefore the Advisory Committee felt this was not a transportation system project to fund.

c) Widen Blackstock Road from north of Westgate Mall area to Duke's Sandwich and install a traffic signal at Hayne Street intersection.

A traffic signal has recently been installed at the intersection of Hayne Street and Blackstock Road. The Advisory Committee evaluated the project with an estimated cost of over \$800,000, with no available right-of-way; therefore the committee felt this project was not within the scope of the CTC.

Item # 6 - New Business

There was no new business to discuss.

Item # 7 – Old Business

There was no old business to discuss.

Mr. Billy Painter, Chairman

Carol Crowe, Attested