

Spartanburg County Transportation Committee
MINUTES
JULY 18, 2013
6:00 P.M.
COUNTY COUNCIL CHAMBERS
SPARTANBURG COUNTY ADMINISTRATIVE OFFICE BUILDING

A public meeting of the Spartanburg County Transportation Committee was held on Thursday, July 18, 2013 at 6:00 p.m. in County Council Chambers, Spartanburg County Administrative Office Building. Chairman Billy Painter presided. The following members were present: Ernestine Anderson, Tom Arthur, Steve Belue, Sam Evatt, Tony Gillespie, Ed Memmott, Chet Morris, Hal Murphy, Billy Painter, John Throckmorton, and Bob Walker.

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 April 18, 2013 meeting minutes

Mr. Sam Evatt moved to approve the April 18, 2013 minutes as mailed and printed. The motion was seconded and approved.

Mr. Steve Belue introduced Mr. Alan Harrison with Southeast Emulsions of Southeast Construction

Mr. Harrison informed members of the Pavement Preservation concept. According to the federal highway administration the Pavement Preservation concept is a long term strategy that enhances pavement performance by using integrative cost effective set of practices to extend pavement life, improve safety, and meets motorist expectations. The buzz word in the industry is ‘picking the right treatment, the right road at the right time.’ One of the driving factors making people wanting to do preservation is the driving cost of asphalt. Asphalt prices have more than doubled since 2004. Liquid asphalt and all the fuels to heat, make, transport and deliver to the destinations are all volatile in price and supply.

As we all know gas taxes haven’t gone up since 1987, cars are getting better gas mileage, and plans are not keeping up with the needs. Economic growth depends on a sound infrastructure system. This preservation program would help Spartanburg County’s quality of life initiative.

In general, the concept is to treat the entire network of roads. Treat the roads that are in good shape, as it is less expensive early in a roads' life to take care of, than it is to take care of a roadway that is crumbling. Taking care of a roadway that is crumbling cost seven times what a pavement preservation application cost. The idea is, early on, take care a certain number of roads. They last indefinitely, depending on traffic, etc. Preservation doesn't take care of increasing traffic. But, each year you add preservation applications to roadways, you will continue to have less and less roadways that need to be milled and overlay. In a period of time, surplus funds will build to do other things such as widening and/or new construction. The final goal is to lower the total cost of maintaining the road system by taking care of the roads early.

Politically, taking care of the roads in good shape first can be tough, but it has been proven it is the right thing to do with money.

There is still a place for all facets of roadway maintenance, but what preservation is trying to improve is the most important part, the top layer. The top layer of the surface is to keep water out of the system below. If you let cracks and fishers develop, you are defeating the purpose. The part that doesn't get talked about is oxygen. Oxygen causes oxidation of the asphalt which makes it brittle.

A pavement condition index would be the first necessary step to determine which roadways could be preserved. The (ASTA) American Society for Testing Materials has a standard to rate roadways, and there are similar ratings across the country. Pavement preservation is dealing with roads that are in the 70 to 100 percent range; 100 is brand new, 70 is still in good shape, but may have cracks in the top surface, but the geometry and drainage of the roadway is still in good shape. In year five or six, preservation is done and it is restored back to 100. Given constant traffic conditions you could probably double the life of the roadway.

Some of these things are a little hard to prove, but this total concept has been vetted through university research, such as Penn State University.

In the last thirty years, preservation has been done in states like California and North Carolina, and they live by it.

Asphalt is made up of about five percent liquid asphalt, sand and gravel. Air voids amounts to five or six percent, which is where water and oxygen enters causing asphalt problems. The additives are less than one half percent of the mix of asphalt. Additives are mixed into the asphalt to prevent moisture damage. Over ten or fifteen years, water can rise to the surface causing stripping. Therefore, it would be better to keep the water out of the system to begin with. Liquid asphalt is driving the need for pavement preservation.

There are several different types of uses for pavement preservation, but conditions of the existing roadway determine the preservation process necessary to use.

Crack Seal is one of the most economical pavement maintenance tools for asphalt and concrete pavements.

Item # 2 - Financial Report – Lacey Bradey

Ms. Lacey Bradey reported the total unobligated funds as of June 30, 2013 were \$1,605,800.93 which includes gas tax for the fiscal year. Donor County funds will probably be arriving in August.

Item # 3 - Update on active projects – Mr. Todd Carroll

Mr. Todd Carroll reported that DOT encroachment permits are being received for the Cannons Campground and Blalock Road projects.

The signals for the Cooley Springs and New Prospect Fire Departments have been installed.

Right-of-way is being considered for the Old Blackstock Road widening and Frank Clinton Road realignment projects.

Most of the older projects are being taken care of. The old Fairforest Bridge in the City of Spartanburg is under construction. And, the Duncan bridge sidewalk is under construction. The only older remaining other project is the Pacolet sidewalk. Pacolet is seeking more funding.

Item # 4 - Recommended projects from Advisory Committee – Steve Belue

a. Annual Administrative Expense Funds @ \$2,000

A motion was made and approved for the Annual Administrative Expense Funds.

b. Project Request # 1035 – Representative Brannon’s set-aside to add a left turn arrow signal at Hwy 176 @ Mason Road in Inman @ \$10,000

Mr. Eric Dillion has reviewed the project request and states the \$10,000 would be enough funding to cover the cost. The DOT will install the left turn arrow.

A motion was made, seconded and approved for the \$10,000 to install a left turn arrow signal at Highway 176 @ Mason Road in Inman.

c. Project Request # 1036 – Representative Chumley’s set-aside to replace culvert and re-open Drummond Road in Woodruff @ \$34,293

This culvert was damaged during the storms last month. Representative Chumley has approved his set-aside funding for the project. Excessive cost associated with the replacement of the culvert will be funded by Road Fee dollars.

Mr. Tom Arthur moved to approve \$34,293 to replace the culvert and re-open Drummond Road in Woodruff. Mr. Chet Morris seconded the motion. The motion carried.

d. Project Request # 1037 – Representative Wood’s set-aside to replace/repair culvert on Old Furnace Road in Boiling Springs @ \$45,000

Representative Wood has set-aside \$45,000 to repair and extend a culvert on Old Furnace Road in Boiling Springs. This is the area where SPATS will be constructing a sidewalk. This culvert is short and has a headwall. The headwall will be removed and a catch basin will be installed extending the piping. This culvert is located about one mile west of SC 9 toward Highway 176.

Mr. John Throckmorton moved to approve \$45,000 to replace/repair/extend the culvert on Old Furnace Road in Boiling Springs. Mr. Bob Walker seconded the motion. The motion carried.

e. Project Request # 1038 – Representative Tallon’s set-aside to construct roadway on Clifton Glendale Road to accommodate Fire trucks turning onto Church Street in Glendale @ \$12,000 with \$6,000 other C Funds

Fire trucks cannot make a turn into their station without backing up. The cost estimate to construct the roadway to accommodate the Fire trucks turning onto Church Street in Glendale is \$18,000. Representative Tallon is committing \$12,000 of his set-aside funding. The C Fund Advisory Committee committed \$6,000 additional C funds to complete the project.

Mr. Sam Evatt moved to approve \$12,000 in set-aside funding and \$6,000 of C Funds to construct the roadway on Church Street in Glendale to accommodate Fire Trucks.

The roadway will be constructed within the existing right-of-way.

f. County Pavement Preservation, crack seal, micro surfacing, pavement rejuvenation @ \$100,000. County contributing \$100,000 and C Funds requested @ \$100,000

Spartanburg County has dedicated \$100,000 of Road Fee dollars to begin a County Pavement Preservation program and is asking C Funds to match the dollars at \$100,000. Ron Kirby has been in the process of evaluating roads to consider which roadways will be preserved during this cycle time.

Mr. Kirby feels that 50% of their pavement budget should be allocated toward maintenance instead construction. Next year, the county is on track to budget \$400,000 of Road Fee dollars toward pavement preservation. The year after that \$700,000 is expected to be budgeted, and the year after that is \$1.1M toward the pavement preservation program.

Mr. Tom Arthur made a motion to approve \$100,000 of C Funds to help begin a County Pavement Preservation program. The motion was seconded and approved.

Mr. Painter received a letter from the SCDOT to provide \$500.00 for signage to name a portion of Union Street in Spartanburg County from its intersection with Cedar Springs Road to its intersection with Southport Road the “SCHP Patrolman Norris Nettles Memorial Highway.

Mr. Bob Walker moved to approve \$500.00 for construction and placement of above mentioned signs. The motion was seconded and approved.

5. Old Business

There was no old business discussed.

6. New Business

a. Elect Chairman

Mr. Sam Evatt made a motion to nominate Mr. Bill Painter as Chairman and Mr. Tom Arthur as Vice Chairman. Mr. Ed Memmott seconded the motion. There were no other nominations. The motion carried.

The Spartanburg Housing Authority presented the C Fund Advisory Committee a resolution regarding the Matthew Perry Parkway.

With no further business to discuss, the meeting adjourned.

Mr. Billy Painter, Chairman

Carol Crowe, Attested