



## **PICKENS COUNTY ENGINEERING DEPARTMENT**

186B COUNTY FARM ROAD  
PICKENS, SC 29671  
[WWW.CO.PICKENS.SC.US](http://WWW.CO.PICKENS.SC.US)

### **PICKENS COUNTY 2020 ROAD IMPROVEMENT PROJECTS**

The Roads & Bridges Department has approximately 700 miles of roadway (1400 lane miles) to maintain, which is limited to the obtained easements and/or rights-of-way. Rights-of-way can vary, depending on the age of the road and/or how much is able to be obtained from property owners. Rights-of-way and easements can be as wide as 66-ft (33-ft from each side of centerline) and as small as edge of pavement to edge of pavement (essentially the road itself). Our Roads & Bridges Department does not maintain private roads, city streets, or State roads. Most of the County roads that are maintained by our Roads & Bridges Department are those that connect subdivisions to State and/or city streets. Private roads are generally maintained by a homeowners association or individuals with property along the road. City streets are maintained by municipalities (e.g. City of Pickens, Town of Central, etc.) State roads are those maintained by the SCDOT (South Carolina Department of Transportation).

With those 700 miles of roads to maintain, there are instances where improvements are needed beyond just patching pot holes or doing ditch work. The year of 2020 has been a busy one for our Public Works Departments when it comes to roadway improvements. There are a number of projects, some of which are ongoing, that the Pickens County Public Works Department has been involved in to provide our citizens with safer roads. Below is a summary of some roadway projects that many of our citizens may not be aware of.

#### **PICKENS COUNTY ROAD REHABILITATION PROJECT**

Anticipated Start Date: Early Fall 2020    Anticipated Completion Date: Spring 2021  
Lane Miles to be Improved: 64 Miles    Length of Guardrail to be Improved: 2,367-ft  
Cost: \$4,027,696

This is an ongoing project funded with the County Road User Fee and it involves three components. Two of the components revolve around paving and the other component is driver safety. One of these components will be the resurfacing of 8 County maintained roads. There are portions of these roads that will receive full depth patching prior to them being resurfaced. The full depth patching is done to remove the bad portions of the subgrade and replace with good compacted soil and stone to minimize the potential for the new pavement to breakdown. The second component involving pavement will be the complete reconstruction of 4 County roads, typically called reclamation. This is done when a significant portion of the road needs patching, thus making it more cost effective to reconstruct the road. This will be done by

milling up the existing pavement and mixing it with Portland cement. This material, known as Cement Modified Recycled Base (CMRB) Course, is then used as the base to repave the road. To address the safety component of this project, existing guardrail will be replaced along these roads (if any is present). There are sections of guardrail that are required to be upgraded to the new safety standards as specified by the Federal Highway Administration (FHWA). There are also areas along a couple of these roads where there is not any guardrail, but pose a safety concern due to the height of the slope below the roadway. Guardrail will be installed along these areas as part of this project. The following eight roads will be patched and paved: Odom Road, Rices Creek Road, Kay Drive, Latham Road, Love and Care Road, Stewart Road, N. Mt Tabor Church Road, and Owen Lane. The four CMRB roads will be Airport Road, Antioch Road, Hinton Road, and Sonora Drive. This project was bid out in September and work will start in early fall.

### **LAUREL AND HARDY LAKE ROAD REPAIR PROJECT**

Anticipated Start Date: November 2020    Anticipated Completion Date: Spring 2021

Anticipated Cost: \$600,000

Due to the tornado that hit the Laurel & Hardy community in April, several trees were blown over and uprooted along portions of the riverbanks of the South Saluda River. One of these riverbanks that were hard hit by this serves has part of the road shoulder along a portion of Laurel & Hardy Lake Road. This caused the severe erosion and slope failure along the riverbank, which resulted in portions of the road pavement failing and getting undermined. The plan is to remove the tree debris, repair the slope / riverbank, and rebuild the damaged portion of the road. When the riverbank is being repaired, additional measures will be implemented to armor the slope and minimize potential for this to reoccur. The existing road has very little shoulder then drops off to the riverbank. This has caused safety concerns for the citizens of the Laurel & Hardy community and for those that visit the fishing lakes. With this in mind, as part of the road repair, the new road will be constructed with a more adequate shoulder and new guardrail installed. HDR, one of Pickens County's on-call Engineering firms is currently working on plans for this project. The project is scheduled to be bid out by the end of October and work started shortly thereafter.

### **2020 PCTC PAVEMENT PRESERVATION PROJECT**

Start Date: November 1, 2019    Completion Date: June 17, 2020

Lane Miles Improved: 11 Miles

Cost: \$1,077,684

This is a project that was completed with the aid of funds from the Pickens County Transportation Committee (PCTC). The project included full depth patch repairs and pavement resurfacing on six roads. Those roads are Slab Bridge Road, Yates Road, Rackley Lane, Ny Way Drive, Amberwood Road, and N. Glassy Mtn Road.

## **2020 PCTC GUARDRAIL UPGRADE PROJECT**

Start Date: April 13, 2020      Completion Date: June 24, 2020  
Length of Improved Guardrail: 5,955-ft  
Cost: \$430,718

This was a very important project as it was specifically done with the safety of our County motorist in mind. There were bridges along County maintained roads with guardrail that needed to be upgraded due to the new safer standards as specified by the FHWA. With the help of funding from the PCTC, Pickens County was able to upgrade the guardrail at 22 different locations throughout the County.

## **SECONA ROAD AND CARDINAL DRIVE RESURFACING PROJECT**

Start Date: September 13, 2019      Completion Date: July 22, 2020  
Lane Miles Improved: 5.5 Miles    Length of Guardrail Improved: 938-ft  
Cost: \$544,045

Secona Road and Cardinal Drive are two roads that are heavily traveled and had fallen into a condition that required them to be repaved. With the help of funding from the PCTC, this was achieved. As part of this project, guardrail was also upgraded along portions of Cardinal Drive.

## **ROAD STRIPING PROJECT**

Start Date: July 15, 2020      Completion Date: August 1, 2020  
Length of Roads Striped: 21 Miles  
Cost: \$100,000

This project was also done with regard to safety for our Pickens County motorists. There are County maintained roads that either have fading centerline stripes or never had any stripes. Centerline stripes are a safety measure that needs implemented where possible, especially on our more traveled roads. For this project a new centerline stripe along with stop bars at the intersections were completed on 15 County roads. Thermoplastic striping was used for the centerline and stop bars. Thermoplastic contains binders and glass beads, which allows it to be highly visible at night and also lasts longer than typical painted centerlines.

## **ARCH CULVERT REPLACEMENTS**

Start Date: September 16, 2020      Anticipated Completion Date: December 15, 2020  
Anticipated Cost: \$250,000

During the significant flooding that occurred throughout Pickens County in February, several culverts located at stream crossings along County maintained roads washed out. Two of these crossings in particular are located at Windmont Road and Sandalwood Road. Both of these crossings have a pretty good stream flow. Since these culverts washed out and needed replacing, a hydrology study was completed and it was found that the existing culverts were undersized. At both locations a 20' x 7' arch culvert will be installed. The Sandalwood location has already been prepped for the installation. Footers are being delivered and will be installed, and then the arch culvert itself will be delivered and installed. Once this has been completed, the same process will be done at Windmont Road. It is the intent of the County to be completed with both of these projects and have the roads opening up by the end of December.

## **CULVERT REPLACEMENTS AND OTHER ROAD REPAIRS DUE TO FEBRUARY FLOODING**

Start Date: February 12, 2020    Completion Date: July 15, 2020

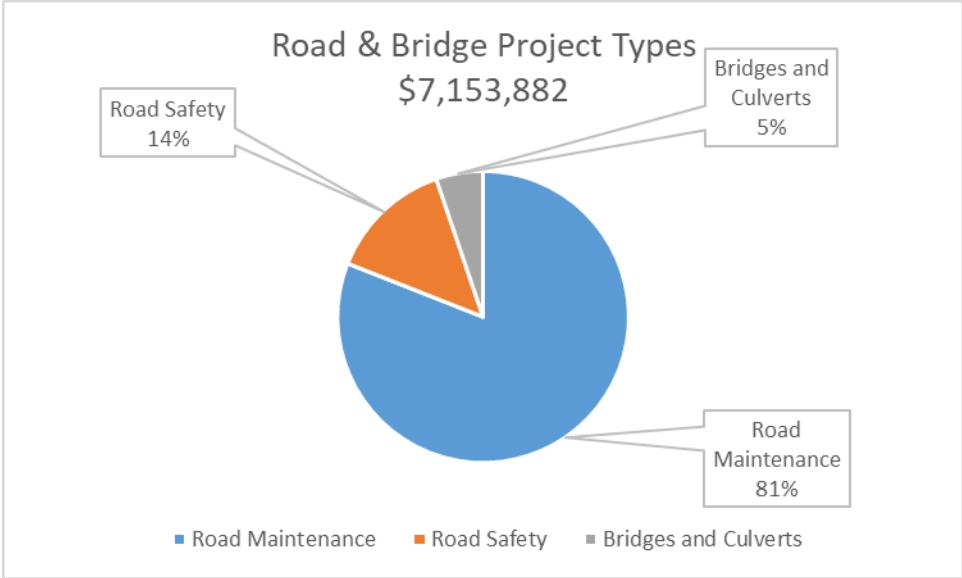
Cost: \$123,739

The aforementioned flooding in February also caused smaller culvert pipes to be washed out and other types of damage along our County roads. Types of damage that occurred were sinkholes, ditches that needed cleaned out, tree debris across roads, and gravel / mud washed into the road. Roads that required culverts to be replaced are Sweetbriar Way, N. Homestead, and Ivey Hayes Road. The locations where other damage was repaired are Cedar Hill Road, Westwood Circle, Holloway Road, Camp Creek Road, and several others.

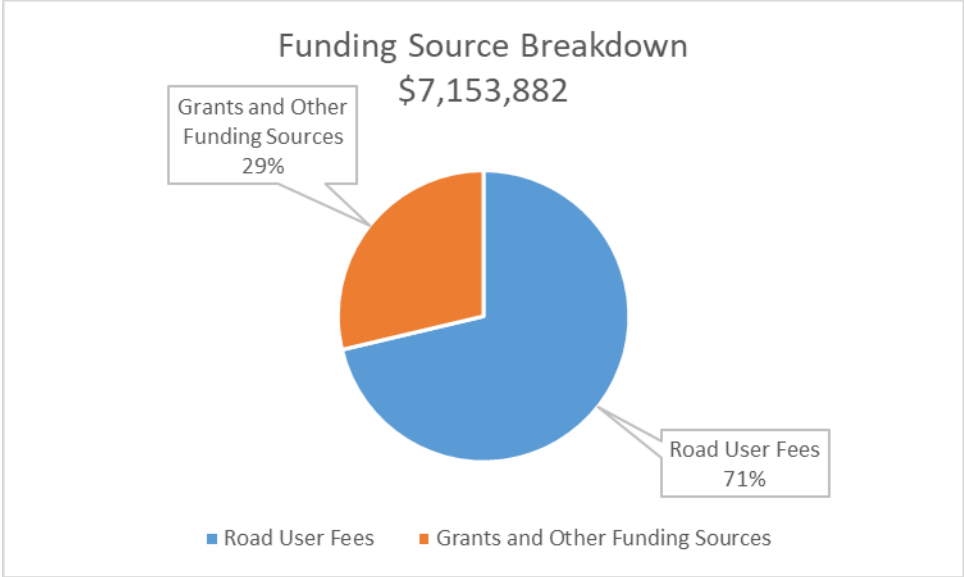
## **OTHER PIPE REPLACEMENTS AND GENERAL MAINTENANCE THROUGHOUT PICKENS COUNTY**

Our Roads & Bridges Department are also responsible for addressing culvert pipes that need replacing just due to age and other general maintenance along County roads. This maintenance ranges from patching potholes to cleaning out ditches. Maintenance is done throughout the year as needed and is intended to help keep our roads safe and sustainable.

Road Maintenance	\$5,792,250.90
Road Safety	\$987,892.10
Bridges and Culverts	\$373,739
	\$7,153,882.00



Road User Fees	\$5,101,435
Grants and Other Funding Sources	\$2,052,447
	\$7,153,882



Planned Projects	\$6,180,143
Projects As the Result of Flooding or Tornado	\$973,739
	\$7,153,882

