

STATE OF SOUTH CAROLINA
COUNTY OF SPARTANBURG
TOWN OF LYMAN

ORDINANCE NO. 09142020 E

**AN ORDINANCE AMENDING TOWN OF LYMAN, SOUTH CAROLINA, LAND
DEVELOPMENT REGULATIONS:**

**SECTION 6.12: ROAD CONSTRUCTION STANDARDS (LETTER (C))
CONSTRUCTION STANDARDS FOR PUBLIC STREETS, (NUMBER (3)) BASE,
INTERMEDIATE AND SURFACE COURSE**

WHEREAS, the Town Council has determined that it is in the interest of the Town, for the benefit of the health, order, safety, general welfare and convenience of the Town and its residents, to amend the Town of Lyman, South Carolina, Land Development Regulations, to amend Section 6.12: Road Construction Standards (Letter (c)) Construction Standards for Public Streets, (Number (3)) Base, Intermediate and Surface Course (As detailed and recommended by the Planning Commission in attached proposal)

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF THE TOWN OF LYMAN IN COUNCIL ASSEMBLED, that the current Section 6.12: Road Construction Standards (Letter(C)) Construction Standards for Public Streets, (Number (3)), Base, Intermediate and Surface Course is replaced and revised and is hereby amended to read as follows:

Section 6.12 (C) (3): Base, Intermediate and Surface Course

Table 1 (Attached hereto) outlines standard requirements for roadways constructed within the Town of Lyman. As an alternative to Table 1, a site-specific pavement design may be submitted by an Engineer of Record for the Town's consideration. A site-specific pavement design must include the recommended pavement thickness for each road based on appropriate California Bearing Ratio (CBR) values (as dictated by the soil conditions at the site) and anticipated traffic volumes. If performed, the site-specific pavement design must be submitted to

the Town of Lyman Zoning Administrator or his/her authorized representative for review. The Town of Lyman reserves the right to approve or deny any submitted site-specific pavement design. Ultimately, a required pavement section is a function of subgrade conditions, traffic volume and loading. If, based on a 20 year AASHTO pavement design life, a structural number greater than 2.6 for residential and 3.6 for non-residential applications is required due to unusual subgrade conditions and/or anticipated traffic volumes/loads, Town of Lyman reserves the right to require a site-specific pavement design be performed for either residential or non-residential applications.

Table 1. Roadway Section Standards

Roadway Application		Full Depth Asphalt		Asphalt with Intermediate & Stone Base		
		Intermediate *** & Initial Surface	Final Surface	Stone Base	Intermediate***	Final Surface
Residential (Public & Private)	Option 1	2.5'' 1.5*	1.5''	6''	2''	1.5''
	Option 2	3.5* N/A	2.5''*	6*	2*	2''
Non-Residential		6* ** N/A	1.5*	8*	3.5*	2*

Notes: * Placed within 7 days of intermediate installation unless otherwise approved by Town Engineer

** Must be installed in two lifts

*** SCDOT Intermediate Type C

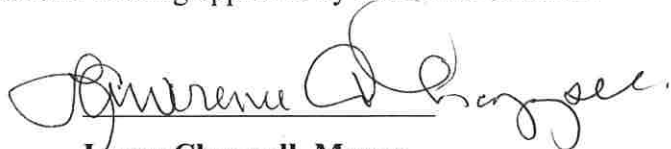
For Residential applications, If Option 1, as listed in Table 1, is chosen, either 2.5 inches of intermediate and 1.5 inches of surface or 6 inches of stone base and 2 inches of intermediate shall be placed initially (unless otherwise approved by the Town Engineer).


After 80% of the lots are developed within a residential subdivision or 18 months have passed, (whichever comes first) the final surface of asphalt (1.5 inches) shall be placed. A bond, with surety and conditions satisfactory to it, providing for actual constructions and installation shall be posted to ensure the final surface course will be installed.

- a. The nature of the surety and procedures shall be as determined by the Town to ensure that, in the event of default, sufficient funds will be available to install the final asphalt surface at not expense to the Town of Lyman.
- b. An Agreement and Surety Bond document will be executed for all bonded projects in an amount equal to at least 125% of the cost. The Surety may also be in the form of a letter of credit, reservation of funds, certified check, or other instrument readily convertible to cash in an amount equal to 125% of the cost.
- c. Reduction of the bond amount may be accomplished upon the recommendation of the Department of Public Works based upon portions of the public improvements being adequately installed. Such reductions shall be in accordance with published standards for calculating such requests.

For Residential applications, in order to apply the final surface course prior to the above requirement and to minimize construction traffic damage to the final surface, the thicker Option 2, as listed in Table 1, must be chosen.

This Ordinance shall take effect upon second reading approval by the Town Council.


Larry Chappell, Mayor

ATTEST: 
R. Noel Price Blackwell, Town Clerk

First Reading: 9/14/2020 Second Reading: 10/12/2020

PROPOSED AMENDMENTS TO THE LAND DEVELOPMENT REGULATIONS

Attached please find:

1. Current Land Development Regulations Sec. 6.12: Road Construction Standards with letter (C) Construction Standards for Public Streets, number (3) Base, Intermediate and Surface Course, items proposed to be revised highlighted.

2. Proposed revised Land Development Regulations Sec. 6.12: Road Construction Standards with letter (C) Construction Standards for Public Streets, number (3) Base, Intermediate and Surface Course, items proposed to be revised highlighted.

DESCRIPTION OF ITEMS PROPOSED FOR AMENDMENT:

- Original adopted version
Sec. 6.12: Road Construction Standards with letter (C) Construction Standards for Public Streets, number (3)
The current LDR section requires the road construction for public streets to have an aggregate base of six inches thick, an asphaltic intermediate base course of 2 1/2" and a surface course of 1 1/2".

The proposed amendment is to replace the requirements with standards that are consistent with Spartanburg County's road construction standards which provides options for roadway applications to residential public and private roads.

Original Adopted Ordinance

Section 6.12: ROAD CONSTRUCTION STANDARDS

C. Construction Standards for Public Streets

3. Base, Intermediate and surface Course

- a. Aggregate Base Course - The six (6) inch thick graded aggregate granular base course shall be compacted and tested in accordance with **Section 6.31**. The aggregate base course shall be a McAdam base course as specified in *SCDOT Standard Specifications for Highway Construction, Section 308, Cement Stabilized Aggregate Base*.
- b. Asphaltic Intermediate Base Course – The asphaltic intermediate base course shall be used in conjunction with the aggregate base course. The intermediated course is to be Type B asphalt pavement constructed in accordance with the *SCDOT Standard Specifications for Highway Construction, Section 401, Hot Mixed Asphalt (HMA) Pavement; and Section 402, HMA Intermediate Course*. The minimum compacted thickness shall be two-and-one-half (2 ½) inches.
- c. Surface Course – The surface course shall be a compacted thickness of one-and-one-half (1 ½) inches Type C hot laid asphalt pavement as set for in *SCDOT Standard Specifications for Highway Construction, Section 401, Hot Mixed Asphalt (HMA) Pavement; and Section 403, HMA Surface Course*.

Proposed Revised Section 6.12 C 3

Section 6.12 (C) (3): Base, Intermediate and Surface Course

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