Proposed Updates to Act 114 Criteria

Commission Policy Committee
May 20, 2015

Bridge Replacement

Bridge replacements ranked statewide by Networks:
Interstate/NHS, Non-NHS Primary and Secondary, and Off-System

Current Process

- Pontis (75%, 750 pts)
  - Structural Condition
  - Traffic Status
  - Average Daily Traffic (ADT)
  - Average Daily Truck Traffic Percentage (ADTT %)
  - Detour Length
- Engineering Judgment Criteria (25%, 250 pts)

Updated Process

- Pontis (67%, 1000 pts)
  - Structural Condition
  - Traffic Status
  - Average Daily Traffic (ADT)
  - Average Daily Truck Traffic Percentage (ADTT %)
  - Detour Length
- Engineering Judgment Criteria (33%, 500 pts)

*Bridge Replacement ranking criteria to support achievement of MAP-21 prescribed minimum bridge condition requirements on the NHS (no more than 10% structurally deficient bridge deck area on the NHS). Bridge rehabilitation needs considered under separate process. Updated process will produce three bridge priority lists.

Bridge Replacement

Interstate/NHS, Non-NHS Primary and Secondary, and Off-System

Updated Process

- Engineering Judgment Criteria (33%, 500 points):
  - Route continuity and river basin upgrades – (125 points)
  - System network – (100 points)
    - Freight network – (50 points)
    - Strategic network – (50 points)
  - District repair feasibility, including contract repair – (75 points)
  - Improved emergency services and emergency evacuation routes – (75 points)
  - School bus routes – (50 points)
  - Known commercial routes – (50 points)
  - Future economic development (residential/commercial) – (25 points)

17

Interstate Pavement Criteria

Current Process

- Pavement condition – 65%
- Average daily traffic rates – 10%
- Average daily truck traffic rates – 10%
- Pavement maintenance costs – 10%
- Location and significance to the community/local businesses – 5%

Updated Process

No changes recommended

*The interstate pavement ranking criteria to support achievement of MAP-21 prescribed minimum pavement condition requirements for the interstate system (no greater than 5% of pavements in poor condition).

NHS Pavement Selection Criteria

NHS funding allocation and pavement needs ranked statewide

Current Process

- Included as part of the Federal Aid Pavement Improvement Program

Updated Process

- Pavement condition – (65%)
- Average daily traffic – (15%)
- Average daily truck traffic – (5%)
- *State Freight Network – (5%)*
- *Strategic Corridor Network – (5%)*
- Functional Classification – (5%)

NHS Pavement Program Funding Allocation

20

Current Process

- Included as part of the Federal Aid Pavement Improvement Program

Proposed Process

- Funding will not be allocated to the counties for the NHS pavement improvement and preservation program
- NHS routes will be ranked on a statewide basis and funded accordingly

Non-NHS Pavement Selection Criteria
(Includes Primary and Secondary Federal-Aid Network)

Funding allocation and pavement needs based on county level process

Current Process

- Condition
  - Pavement condition (65%)
  - Average daily traffic (15%)
  - Location and significance to the community and local businesses (10%)
  - Average daily truck traffic (5%)
  - Pavement maintenance costs (5%)
- Engineering Judgement (used to select from candidate pool)

Updated Process

- Condition
  - Pavement condition – (65%)
  - Average daily traffic – (15%)
  - Average daily truck traffic – (5%)
  - *State Freight Network – (5%)*
  - *Strategic Corridor Network – (5%)*
  - Functional Classification - (5%)
- ✓ Engineering Judgement (used to select from candidate pool)

Non-NHS Pavement Selection Criteria
(Includes Primary and Secondary Federal-Aid Network)

Engineering Judgement

Current Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
  - Potential for economic development
  - Presence of schools and businesses
  - Route importance to the community

Updated Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
  - Potential for economic development
  - Presence of schools and businesses
  - Route importance to the community

Non-NHS Pavement Program Funding Allocation

(Includes Primary and Secondary Federal-Aid Network)

Current Process (unchanged)

- Funding allocated to counties based on DVMT and Needs
- DVMT weighted 50%
- Needs weighted 50%

23

Non-Federal Aid Pavement Selection Criteria

Funding allocation and pavement needs based on county level process

Current Process

- Condition
  - Pavement condition (65%)
  - Average daily traffic (15%)
  - Location and significance to the community and local businesses (10%)
  - Average daily truck traffic (5%)
  - Pavement maintenance costs (5%)
- Engineering Judgement (used to select from candidate pool)

Updated Process

- Condition
  - Pavement condition – (65%)
  - Average daily traffic – (15%)
  - Average daily truck traffic – (5%)
  - *State Freight Network – (5%)*
  - *Strategic Corridor Network – (5%)*
  - Functional Classification - (5%)
- ✓ Engineering Judgement (used to select from candidate pool)

Non-Federal Aid Pavement Selection Criteria

Engineering Judgement

Current Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
  - Potential for economic development
  - Presence of schools and businesses
  - Route importance to the community

Updated Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
  - Potential for economic development
  - Presence of schools and businesses
  - Route importance to the community

Non-Federal Aid Pavement Program Funding Allocation

Current Process (unchanged)

- Funding allocated to counties based on Lane Miles, DVMT and Needs
- Lane Miles 63.75%, DVMT 11.25 %, and Needs weighted 25%

Interstate Upgrade Criteria

Current Process

- Volume to Capacity – 30%
- Public Safety – 20%
- Truck Traffic – 10%
- Pavement Condition – 10%
- Financial Viability – 10%
- Environmental Impacts – 10%
- Economic Development – 10%

Updated Process

- Volume to Capacity (35%)
  (current traffic density and projected V/C)
- Economic Development – (15%)
  (REMI – Assessment of economic return)
- Public Safety – (10%)
- Truck Traffic – (10%)
  (Truck Percentage/Density and Projected Density)
- *Port Significance* – (10%)
  (Freight bottlenecks as identified in the State Freight Plan)
- *Border Crossing/continuity* – (10%)
- Financial Viability – (5%)
- Pavement Condition – (3%)
- Environmental Impacts – (2%)
- Alternative Transportation Solutions – Confirmed in NEPA Process
- Consistency with Local Land Use Plans – Confirmed in STIP Process

Interstate Interchange Criteria

Current Process

Interactive Interchange Management System (IIMS) 80%

- Passenger Vehicle Travel Time
- Truck Vehicle Travel Time
- Passenger Vehicle Delay
- Truck Vehicle Delay
- Passenger Vehicle Distance
- Truck Vehicle Distance
- Truck Vehicle Time
- Truck Detour Distance
- Design Related Fatal crashes
- Design Related Personal Injury, Property Damage Crashes
- Other Fatal, Personal Injury, and Property Damage Crashes

Non-IIMS Considerations

- Environmental Impacts – 10%
- Economic Development – 10%

*Interchange rankings supplement mainline rankings. Highly ranked interchanges are generally improved in conjunction with a mainline improvement

Updated Process

Interactive Interchange Management System (IIMS) – (65%)

- Passenger Vehicle Travel Time
- Truck Vehicle Travel Time
- Passenger Vehicle Delay
- Truck Vehicle Delay
- Passenger Vehicle Distance
- Truck Vehicle Distance
- Truck Vehicle Time
- Truck Detour Distance
- Design Related Fatal crashes
- Design Related Personal Injury, Property Damage Crashes
- Other Fatal, Personal Injury, and Property
- Damage Crashes

Non-IIMS Considerations

- Economic Development – (10%)

(based on mainline economic score)

- *Freight Significance* – (10%)
- *Interstate to interstate Connection* – (10%)
- Environmental Impacts – (5%)
- Alternative Transportation Solutions – Confirmed in NEPA Process
- Consistency with Local Land Use Plans – Confirmed in STIP Process

MPO/COG Widening Criteria

State Ranking Template

Current Process

- Traffic Volume and Congestion – 35%
- Public Safety – 15%
- Financial Viability – 10%
- Economic Development – 10%
- Truck Traffic – 10%
- Pavement Quality Index – 10%
- Environmental Impact – 10%
- Alternative Transportation Solutions – Yes/No
- Consistency with Local Land Use Plans – Yes/No

Updated Process

- Traffic Volume and Congestion – (35%)
  (current and future ADT)
- *Located on a Priority Network (NHS, Freight, Strategic Corridor)* – (25%)
- Public Safety – (10%)
- Economic Development – (10%)
  (TDL ranking tool)
- Truck Traffic – (10%)
- Financial Viability – (5%)
- Pavement Quality Index – (3%)
- Environmental Impact – (2%)
- Alternative Transportation Solutions – Confirmed in NEPA Process
- Consistency with Local Land Use Plans – Confirmed in STIP Process

29

*For establishing a statewide ranking of MPO and COG capacity projects as required by Act 114.

New Location Roadway Criteria

State Ranking Template

30

Current Process

- Traffic Volume and Congestion – 45%
- Economic Development – 20%
- Environmental Impact – 15%
- Financial Viability – 20%
- Alternative Transportation Solutions – Yes/No
- Consistency with Local Land Use Plans – Yes/No

Updated Process

- Traffic Volume and Congestion – (40%) (Delay Benefit)
- Economic Development – (20%) (REMI/TDL Tool)
- Environmental Impact – (15%)
- *Connectivity to a Priority Network* – (15%)
- Financial Viability – (10%)
- Alternative Transportation Solutions – Confirmed in NEPA Process
- Consistency with Local Land Use Plans – Confirmed in STIP Process

*To be applied to projects that have new location design considerations in the project purpose and need or a new location alignment defined through the NEPA process. **Updated process will produce an interstate new location list and off-interstate new location list**

Intersection Criteria

Statewide Ranking Template

Current Process

- Traffic Volume and Congestion – 25%
- Public Safety - 20%
- Economic Development – 10%
- Truck Traffic – 15%
- Environmental Impact – 10%
- Traffic Status – 20%
- Alternative Transportation Solutions – Yes/No
- Consistency with Local Land Use Plans –Yes/No

Updated Process

- Traffic Volume and Congestion – (25%)
- Public Safety – (20%)
- Geometric/Alignment Status – (20%)
- Truck Traffic – (15%)
- *Located on a Priority Network* – (10%)
- Economic Development – (8%)
  (TDL Tool)
- Environmental Impact – (2%)
- Alternative Transportation Solutions – Confirmed in NEPA Process
- Consistency with Local Land Use Plans – Confirmed in NEPA Process

Request Commission approval to update Act 114 ranking criteria and weighting for programs identified in the presentation

Directive to be updated based on May 2015 Commission Action.

South Carolina Department of Transportation
Engineering Directive Memorandum

Number: 56

Primary Department: Planning

Referrals: South Carolina Code of Laws, Sections 57-1-370 and 57-1-460

Subject: Interstate Mainline Capacity and Interchange Project Selection Process

Act 114 of 2007 established changes to the South Carolina Code of Laws, adding Sections 57-1-370 and 57-1-460, which require the South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides the details of the engineering ranking process for interstate mainline capacity and interchange upgrade needs, using the criteria approved by the SCDOT Commission (Commission) at its October 2007 meeting. The engineering ranking of projects may be considered by the Commission in developing a project priority list.

This engineering directive details the process for ranking interstate mainline capacity and interchange upgrade needs based on an engineering perspective. As of the date of this amended directive, all projects currently approved in these program categories and all future program projects presented to the Commission for approval will abide by the following requirements. All projects ranked and presented to the Commission since January 2008 have been selected using Act 114 criteria.

South Carolina has approximately 842 centerline miles of interstate and 271 interchanges. All centerline miles will be considered during the ranking process, with the final ranking list including only those segments of interstate that have a minimum level-of-service of C. The mainline interstate capacity ranking list includes the top ranked seventy-five segments of interstate. In addition, all interchanges will be considered during the ranking process and all interchanges will be assigned a comparative rank.

The following commission-approved criteria, with weightings as determined by engineering staff, will be used when establishing the engineering ranking for **interstate mainline capacity** needs:

- ***Volume-to-Capacity Ratio (30%).*** The volume-to-capacity ratio (V/C) score is based on 2005 average annual daily traffic data and capacity thresholds consistent with the *Highway Capacity Manual.*

- ***Public Safety (20%).*** The safety score is based on an accident rate that is calculated by the total number of crashes within a given segment divided by the volume and multiplied by the number of years.

- ***Truck Traffic (10%).*** The truck score is based on historical truck classification data that is expressed as a percentage of total daily traffic. The truck percentage is multiplied by the average daily traffic to calculate the truck ADT. Truck ADT is used instead of truck percentage to give greater consideration to higher volume roads.

- ***Pavement Condition (10%).*** The pavement score is based on pavement management data collected using video and computer technology.

- ***Financial Viability (10%).*** The financial viability score is based on the consideration of project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget.

- ***Environmental Impact (10%).*** The environmental impact score is based on an assessment of the project's potential impacts to all known environmental, cultural, and social resources.

- ***Economic Development (10%).*** The economic development score is provided by the South Carolina Department of Commerce and is based on an assessment of the project's benefit to existing industrial/manufacturing development, as well as its proximity to existing infrastructure.

The following commission-approved criteria will be used when establishing the engineering ranking for **interstate interchange** needs:

- ***Passenger Vehicle Travel Time***
- ***Truck Vehicle Travel Time***
- ***Passenger Vehicle Delay***
- ***Truck Vehicle Delay***
- ***Passenger Vehicle Distance***
- ***Truck Vehicle Distance***
- ***Truck Vehicle Time***
- ***Truck Detour Distance***
- ***Design-Related Fatal Crashes***
- ***Design-Related Personal Injury Crashes***
- ***Design-Related Property Damage Crashes***
- ***Other Fatal Crashes***
- ***Other Personal Injury Crashes***
- ***Other Property Damage Crashes***

The above referenced criteria represent 80 percent of the total weighted scoring for interstate interchanges. These criteria are included in the Interstate Interchange Management System (IIMS). The remaining inputs to comprise the total score include 10 percent from economic development and 10 percent from environmental impacts.

Based on the established priorities, a cost-constrained 20-year long-range interstate plan was developed and approved by the Commission in May 2008. The interstate plan includes priority projects in consideration of cost and anticipated revenues. As funding is available, the State Transportation Improvement Program (STIP) will be amended to include projects identified in the 20-year long-range interstate plan. Any proposed changes in the approved plan will be presented to the Commission for consideration and approval.

Approved: [redacted]
Deputy Secretary for Engineering

Effective Date: 5/17/2010

Interchanges

original 2007 Ranking

Ranking Scheme: Total User Cost
Interchanges: Existing Alternatives

Statewide Rank	Relative Score	Interchange	Alternative	County	District	Passenger vehicle hours of travel cost	Truck hours of travel cost	Passenger vehicle delay cost	Truck vehicle delay cost	Passenger vehicle miles of travel cost	Truck miles of travel cost	Truck detour time cost	Truck detour distance cost	Design-related Fatal crashes cost	Design related Persor Injury crashe cost
1	100	I 26 exit 107 & I 20 exit 64	Existing	Lexington	1	24,4 M	5,6 M	20,7 K	4,73 K	17,6 M	5,74 M	0	0	0	0
2	81	I 85 exit 51 & I 385 exit 36	Existing	Greenville	3	20,7 M	4,75 M	181 K	41,5 K	14,2 M	4,63 M	0	0	0	0
3	72	I 26 exit 108A & Bush River Rd. (SR 31)	Existing	Richland	1	18,4 M	4,21 M	1,02 M	234 K	12 M	3,92 M	0	0	0	0
4	70	I 26 exit 209 & Ashley Phosphate Rd. (SR 75)	Existing	Charleston	6	19,4 M	1,71 M	1,86 M	164 K	11,9 M	1,5 M	0	0	0	31,3
5	67	I 77 exit 90 & US 21	Existing	York	4	15,5 M	5,73 M	1,63 M	599 K	9,82 M	5,16 M	0	0	0	0
6	67	I 85 exit 40 & SC 153	Existing	Anderson	3	27,1 M	2,4 M	99,5 K	8,8 K	7,32 M	922 K	4,26 K	3,87 K	0	0
7	66	I 26 exit 211 & Aviation Ave. (SR 1342)	Existing	Charleston	6	19,1 M	1,69 M	127 K	11,2 K	13,2 M	1,66 M	0	0	0	0
8	65	I 26 exit 212BC & I 526 exit 17	Existing	Charleston	6	17,8 M	1,57 M	95,1 K	8,4 K	13,9 M	1,75 M	0	0	0	94
9	56	I 20 exit 65 & US 176	Existing	Richland	1	15,8 M	1,39 M	820 K	72,5 K	9,93 M	1,25 M	0	0	0	16,7
10	56	I 26 exit 106 & St. Andrews Rd. (SR 36)	Existing	Lexington	1	16,8 M	1,8 M	607 K	65,1 K	11 M	1,68 M	0	0	0	0
11	55	I 95 exit 170 & SC 327	Existing	Florence	5	20,6 M	3,84 M	120 K	22,5 K	3,97 M	1,05 M	0	0	0	20,9
12	53	I 20 exit 61 & US 378	Existing	Lexington	1	14,7 M	1,86 M	412 K	52,1 K	10,8 M	1,94 M	0	0	0	0
13	52	I 26 exit 108 & I 126	Existing	Richland	1	15,7 M	2,3 M	1,36 M	199 K	8,5 M	1,77 M	0	0	0	10,4
14	48	I 26 exit 97 & US 176	Existing	Richland	1	16,3 M	1,44 M	609 K	53,9 K	5,2 M	655 K	0	0	0	0
15	48	I 385 exit 35 & SC 146	Existing	Greenville	3	14,7 M	1,3 M	2,06 M	182 K	8,14 M	1,03 M	0	0	0	0
16	48	I 85 exit 54 & Pelham Rd. (SR 492)	Existing	Greenville	3	14,1 M	1,24 M	1,12 M	99,4 K	9,12 M	1,15 M	0	0	0	0
17	47	I 85 exit 66 & US 29	Existing	Spartanburg	3	9,91 M	3,41 M	394 K	135 K	7,8 M	3,82 M	0	0	0	0
18	47	I 526 exit 16 & Montague Ave. (SR 62)	Existing	Charleston	6	13,6 M	2,83 M	221 K	45,9 K	7,69 M	2,28 M	0	0	0	0
19	47	I 85 exit 68 & SC 129	Existing	Spartanburg	3	16 M	1,42 M	68,8 K	6,08 K	6,43 M	810 K	0	0	0	20,9
20	46	I 26 exit 216 & SC 7	Existing	Charleston	6	12 M	1,64 M	682 K	92,9 K	8,35 M	1,62 M	0	0	0	62,6
21	46	I 26 exit 212A & Remount Rd / Airport Rd. (SR 13)	Existing	Charleston	6	13,6 M	1,21 M	163 K	14,4 K	10,2 M	1,29 M	0	0	0	0
22	45	I 26 exit 208 & US 52	Existing	Charleston	6	10,7 M	2 M	12,7 K	2,36 K	9,59 M	2,55 M	0	0	617 K	31,3
23	45	I 526 exit 14 & Leeds Avenue (SR 475)	Existing	Charleston	6	13,1 M	1,16 M	1,68 M	149 K	7,69 M	969 K	0	0	0	0
24	44	I 526 exit 19 & N. Rhett Ave. (SR 60)	Existing	Charleston	6	11,7 M	2,68 M	1,23 M	282 K	7,14 M	2,33 M	0	0	0	0
25	44	I 385 exit 39 & Haywood Rd. (SR 273)	Existing	Greenville	3	12,9 M	1,14 M	1,45 M	128 K	7,93 M	998 K	0	0	0	0
26	44	I 20 exit 73 & SC 277	Existing	Richland	1	11,7 M	1,03 M	15,9 K	1,4 K	10,3 M	1,3 M	0	0	0	0
27	43	I 385 exit 40 & SC 291	Existing	Greenville	3	13,1 M	1,16 M	1,85 M	164 K	7,57 M	953 K	0	0	0	0
28	43	I 77 exit 2 & SC 35	Existing	Lexington	1	14,8 M	3,39 M	130 K	29,8 K	5,1 M	1,67 M	0	0	0	0
29	43	I 26 exit 111 & US 1	Existing	Lexington	1	11,7 M	1,71 M	5,34 K	780	8,84 M	1,84 M	0	0	0	31,3
30	42	I 85 exit 46C & Mauldin Rd. (SR 107)	Existing	Greenville	3	12,6 M	1,12 M	691 K	61 K	8,62 M	1,09 M	0	0	0	62,6
31	42	I 20 exit 74 & US 1	Existing	Richland	1	11 M	1,61 M	1,31 M	191 K	7,01 M	1,46 M	0	0	0	10,4
32	42	I 85 exit 48 & US 276	Existing	Greenville	3	11 M	2,05 M	6,93 K	1,29 K	8,47 M	2,25 M	0	0	0	10,4
33	42	I 26 exit 104 & Piney Grove Rd. (SR 671)	Existing	Lexington	1	12,2 M	1,08 M	877 K	77,5 K	9,04 M	1,14 M	0	0	0	0
34	42	I 85 exit 21 & US 178	Existing	Anderson	3	15,3 M	2,85 M	89,1 K	16,6 K	4,11 M	1,09 M	0	0	0	0
35	41	I 26 exit 113 & SC 302	Existing	Lexington	1	10,8 M	1,57 M	1,53 M	223 K	7,61 M	1,58 M	0	0	0	31,3
36	41	I 85 exit 63 & SC 290	Existing	Spartanburg	3	10,5 M	927 K	1,12 M	98,9 K	6,92 M	872 K	0	0	0	31,3
37	41	I 26 exit 110 & US 378	Existing	Lexington	1	10,2 M	1,49 M	456 K	66,6 K	7,93 M	1,65 M	0	0	0	10,4
38	41	I 26 exit 199 & US 17	Existing	Berkeley	6	11,4 M	1,22 M	176 K	18,8 K	7,77 M	1,19 M	0	0	0	0
39	40	I 26 exit 205 & US 78	Existing	Charleston	6	11 M	1,61 M	71,5 K	10,4 K	7,95 M	1,65 M	0	0	0	0
40	40	I 26 exit 102 & SC 60	Existing	Richland	1	12,5 M	1,11 M	289 K	25,5 K	8,29 M	1,04 M	0	0	0	10,4
41	40	I 85 exit 44B & US 25	Existing	Greenville	3	10,6 M	940 K	183 K	16,1 K	8,19 M	1,03 M	0	0	0	0
42	40	I 20 exit 72 & SC 555	Existing	Richland	1	12,2 M	1,79 M	254 K	37,1 K	6,63 M	1,38 M	0	0	0	10,4
43	40	I 385 exit 37 & Roper Mountain Rd. (SR 183)	Existing	Greenville	3	11,9 M	1,05 M	1,25 M	111 K	7,56 M	952 K	0	0	0	0
44	38	I 85 exit 50 & SC 146	Existing	Greenville	3	10,9 M	963 K	718 K	63,4 K	8,07 M	1,02 M	0	0	0	0
45	38	I 95 exit 164 & US 52	Existing	Florence	5	8,04 M	2,2 M	446 K	122 K	5,69 M	2,22 M	0	0	0	0
46	37	I 526 exit 28 & Long Point Rd. (SR 97)	Existing	Charleston	6	8,91 M	2,64 M	1,27 M	376 K	5,49 M	2,32 M	0	0	0	20,9
47	37	I 77 exit 82C & SC 161	Existing	York	4	11,3 M	1,21 M	124 K	13,2 K	7,68 M	1,17 M	0	0	0	0
48	37	I 526 exit 23 & Cainhoy Rd. (SR 33)	Existing	Berkeley	6	9,24 M	3,41 M	793 K	292 K	5,4 M	2,84 M	0	0	0	0
49	37	I 385 exit 34 & Butler Rd (SR 107)	Existing	Greenville	3	10,9 M	1,17 M	1,21 M	129 K	6,71 M	1,03 M	0	0	0	0
50	37	I 126 exit 1 & Greystone Blvd. (SR 3020)	Existing	Richland	1	10,4 M	920 K	711 K	62,9 K	8,36 M	1,05 M	0	0	0	0
51	37	I 26 exit 213 & W. Montague Ave. (SR 62)	Existing	Charleston	6	11,2 M	988 K	632 K	55,9 K	7,98 M	1,01 M	0	0	0	0
52	37	I 526 exit 18 & US 52	Existing	Charleston	6	9,76 M	1,82 M	66,3 K	12,4 K	6,89 M	1,83 M	0	0	0	10,4
53	36	I 26 exit 103 & Harbison Blvd. (SR 757)	Existing	Lexington	1	10,7 M	949 K	716 K	63,3 K	7,25 M	913 K	0	0	0	0
54	36	I 77 exit 79 & SC 122	Existing	York	4	10,8 M	955 K	944 K	83,4 K	6,7 M	844 K	0	0	0	0
55	36	I 77 exit 16 & I 20 exit 76	Existing	Richland	1	8,67 M	1,99 M	12,6 K	2,88 K	7,87 M	2,57 M	0	0	0	31,3
56	36	I 26 exit 169 & I 95 exit 86	Existing	Orangeburg	7	7,94 M	1,48 M	2,25 K	420	6,83 M	1,82 M	0	0	0	0
57	36	I 85 exit 46A & Augusta Rd. (SR 201)	Existing	Greenville	3	9,22 M	815 K	274 K	24,2 K	7,46 M	939 K	0	0	0	0
58	36	I 20 exit 68 & SC 215	Existing	Richland	1	9,75 M	861 K	563 K	49,7 K	7,73 M	974 K	0	0	0	31,3
59	35	I 26 exit 215 & SC 642	Existing	Charleston	6	8,71 M	2 M	394 K	90,3 K	6,65 M	2,17 M	0	0	0	31,3
60	35	I 26 exit 203 & College Park Rd. (SR 62)	Existing	Berkeley	6	9,71 M	858 K	677 K	59,9 K	6,6 M	832 K	549	273	0	0
61	35	I 526 exit 16 & International Blvd. (SR 1257)	Existing	Charleston	6	9,61 M	1,4 M	1,07 M	156 K	6,36 M	1,32 M	374 K	352 K	0	0
62	34	I 77 exit 88 & Gold Hill Rd. (SR 98)	Existing	York	4	9,51 M	840 K	787 K	69,5 K	7,08 M	892 K	0	0	0	0
63	34	I 20 exit 71 & US 21	Existing	Richland	1	9,7 M	857 K	385 K	34 K	7,58 M	955 K	0	0	0	10,4
64	34	I 85 exit 46B & SC 291	Existing	Greenville	3	9,34 M	825 K	525 K	46,4 K	7,97 M	1 M	0	0	0	0
65	34	I 85 exit 56 & SC 14	Existing	Spartanburg	3	8,89 M	785 K	575 K	50,8 K	6,76 M	852 K	0	0	617 K	31,3
66	34	I 20 exit 70 & US 321	Existing	Richland	1	9,54 M	843 K	343 K	30,3 K	7,64 M	962 K	0	0	0	62,6
67	33	I 77 exit 17 & US 1	Existing	Richland	1	9,5 M	1,39 M	348 K	50,8 K	6,44 M	1,34 M	0	0	0	0
68	33	I 95 exit 5 & US 17	Existing	Jasper	6	5,57 M	1,65 M	81,5 K	24,2 K	4,59 M	1,94 M	0	0	0	0
69	33	I 26 exit 21 & US 29	Existing	Spartanburg	3	9,03 M	798 K	4,19 K	371	7,08 M	892 K	0	0	0	0
70	33	I 20 exit 58 & US 1	Existing	Lexington	1	10,1 M	1,08 M	819 K	87,8 K	6,03 M	920 K	0	0	0	10,4
71	33	I 26 exit 5 & SC 11	Existing	Spartanburg	3	15,5 M	1,37 M	98,9 K	8,74 K	2,27 M	286 K	0	0	0	0
72	33	I 385 exit 27 & Fairview Rd. (SR 55)	Existing	Greenville	3	10,3 M	908 K	749 K	66,2 K	6,5 M	819 K	0	0	0	0
73	33	I 20 exit 80 & Clemson Rd. (SR 52)	Existing	Richland	1	8,59 M	1,25 M	1,07 M	156 K	5,41 M	1,13 M	2,33 K	1,92 K	0	20,9
74	33	I 77 exit 9 & US 76	Existing	Richland	1	9,62 M	1,41 M	454 K	66,3 K	6,14 M	1,28 M	0	0	0	10,4
75	33	I 26 exit 116 & I 77	Existing	Lexington	1	6,97 M	1,6 M	3,7 K	846	6,41 M	2,09 M	0	0	617 K	31,3
76	33	I 77 exit 85 & SC 160	Existing	York	4	9,6 M	849 K	573 K	50,7 K	7,1 M	894 K	0	0	0	0
77	32	I 20 exit 5 & US 25	Existing	Aiken	1	7,63 M	1,11 M	508 K	74,2 K	5,41 M	1,13 M	0	0	0	0
78	32	I 95 exit 53 & SC 63	Existing	Colleton	6	8,66 M	1,09 M	91,3 K	11,5 K	3,87 M	696 K	0	0	0	0
79	32	I 526 exit 11B & SC 61 Alt	Existing	Charleston	6	8,75 M	2 M	514 K	118 K	5,52 M	1,8 M	0	0	0	0
80	32	I 20 exit 63 & Bush River Rd. (SR 273)	Existing	Lexington	1	9,63 M	674 K	756 K	52,9 K	6,68 M	666 K	0	0	0	0
81	32	I 77 exit 27 & Blythewood Rd. (SR 59)	Existing	Richland	1	12,6 M	1,11 M	215 K	19 K	3,67 M	462 K	0	0	0	10,4
82	31	I 95 exit 8 & US 278	Existing	Jasper	6	5,68 M	609 K	342 K	36,7 K	4,51 M	689 K	0	0	0	0
83	31	I 77 exit 12 & Forest Dr. (SC 12)	Existing	Richland	1	9,46 M	836 K	977 K	86,3 K	6,53 M	823 K	0	0	0	0

** = Interchanges that were already improved @ the time of ranking (2007).

84	31	I 20 exit 76B & Alpine Rd. (SR 63)	Existing	Richland	1	7.71 M	1.13 M	669 K	97.7 K	5.65 M	1.18 M	0	0	0	31.3
85	31	I 77 exit 19 & SC 555	Existing	Richland	1	9.16 M	809 K	705 K	62.3 K	6.15 M	775 K	0	0	0	0
86	31	I 85 exit 60 & SC 101	Existing	Spartanburg	3	8.94 M	873 K	269 K	26.3 K	6.84 M	952 K	0	0	0	10.4
87	31	I 85 exit 42 & I 185 exit 14	Existing	Greenville	3	8.51 M	752 K	1.83 K	162	7.86 M	990 K	0	0	0	0
88	31	I 385 exit 42 & US 276	Existing	Greenville	3	9.13 M	1.33 M	685 K	100 K	5.57 M	1.16 M	0	0	0	10.4
89	30	I 85 exit 75 & SC 9	Existing	Spartanburg	3	8.76 M	774 K	386 K	34.1 K	5.97 M	752 K	0	0	0	20.9
90	29	I 26 exit 115 & US 21	Existing	Lexington	1	8.4 M	1.57 M	141 K	26.3 K	5.68 M	1.51 M	0	0	0	0
91	29	I 77 exit 10 & SC 760	Existing	Richland	1	6.57 M	1.23 M	558 K	104 K	5.12 M	1.36 M	0	0	0	0
92	29	I 77 exit 6 & SC 768	Existing	Richland	1	7.86 M	1.47 M	312 K	58.2 K	5.93 M	1.58 M	0	0	0	0
93	29	I 26 exit 218 & Spruill Ave. (SR 32)	Existing	Charleston	6	7.49 M	1.56 M	144 K	29.8 K	6.26 M	1.85 M	0	0	0	20.9
94	29	I 95 exit 119 & SC 261	Existing	Clarendon	7	10.5 M	1.33 M	162 K	20.5 K	3 M	540 K	0	0	0	0
95	29	I 126 & US 21	Existing	Richland	1	8.24 M	728 K	504	44.5	6.54 M	824 K	0	0	0	0
96	28	I 85 exit 70 & I-26 exit 18	Existing	Spartanburg	3	7.51 M	663 K	2.22 K	196	7 M	882 K	0	0	0	10.4
97	28	I 26 exit 217 & US 52	Existing	Charleston	6	6.65 M	1.24 M	244	45.6	6.04 M	1.61 M	0	0	0	31.3
98	28	I 77 exit 5 & SC 48	Existing	Richland	1	7.31 M	1.36 M	357 K	66.5 K	5.53 M	1.47 M	0	0	0	52.2
99	27	I 85 exit 19 & US 76	Existing	Anderson	3	6.61 M	584 K	460	40.7	5.68 M	716 K	0	0	0	48.3
100	27	I 526 exit 29 & US 17	Existing	Charleston	6	7.03 M	1.61 M	400 K	91.6 K	4.14 M	1.35 M	0	0	0	0
101	27	I 85 exit 78 & US 221	Existing	Spartanburg	3	7.1 M	627 K	550 K	48.6 K	5.57 M	701 K	0	0	0	0
102	27	I 77 exit 83 & SR 49	Existing	York	4	7.12 M	498 K	58.8 K	4.12 K	6.42 M	640 K	0	0	0	10.4
103	26	I 77 exit 82AB & US 21	Existing	York	4	7.73 M	1.13 M	56 K	8.18 K	5.92 M	1.23 M	0	0	0	0
104	26	I 77 exit 15 & Percival Rd. (SC 12)	Existing	Richland	1	7.18 M	634 K	117 K	10.4 K	5.59 M	704 K	0	0	0	0
105	26	I 85 exit 72 & US 176	Existing	Spartanburg	3	7.21 M	637 K	518 K	45.7 K	5.73 M	722 K	0	0	0	0
106	26	I 26 exit 101 & US 176	Existing	Richland	1	6.69 M	977 K	476 K	69.5 K	4.28 M	891 K	0	0	0	20.9
107	26	I 20 exit 141 & I 95 exit 160	Existing	Florence	5	6.23 M	1.16 M	1.78 K	332	5.78 M	1.54 M	248	241	0	0
108	26	I 26 exit 154 & US 301	Existing	Orangeburg	7	4.71 M	688 K	51.2 K	7.48 K	4.53 M	942 K	1.25 M	1.07 M	0	0
109	25	I 77 exit 77 & US 21	Existing	York	4	6.93 M	1.01 M	398 K	58.1 K	4.86 M	1.01 M	0	0	0	52.2
110	25	I 85 exit 35 & SC 86	Existing	Anderson	3	7.11 M	628 K	562 K	49.7 K	5.42 M	683 K	41.9	34.6	0	0
111	25	I 95 exit 33 & US 17	Existing	Jasper	6	3.61 M	528 K	256	37.4	3.7 M	770 K	0	0	0	0
112	25	I 20 exit 82 & Spear Creek Church Rd. (SR 53)	Existing	Richland	1	9.16 M	809 K	388 K	34.3 K	4.08 M	514 K	0	0	0	10.4
113	25	I 26 exit 1 & SC 14	Existing	Spartanburg	3	10.7 M	947 K	170 K	15 K	2.93 M	369 K	0	0	0	0
114	25	I 526 exit 24 & Seven Farms Rd.	Existing	Berkeley	6	7.06 M	1.32 M	560 K	104 K	4.88 M	1.3 M	0	0	0	0
115	25	I 20 exit 87 & White Pond Rd. (SR 47)	Existing	Kershaw	1	8.91 M	788 K	172 K	15.2 K	3.65 M	460 K	0	0	0	0
116	25	I 526 exit 20 & Virginia Ave. (SR 58)	Existing	Charleston	6	6.2 M	1.42 M	163 K	37.3 K	4.83 M	1.58 M	0	0	0	10.4
117	24	I 26 exit 139 & Burke Rd. (SR 22)	Existing	Calhoun	7	7.04 M	622 K	178 K	15.8 K	4.6 M	580 K	1.23	1.01	0	0
118	24	I 85 exit 11 & SC 24	Existing	Anderson	3	8.07 M	1.51 M	55.9 K	10.4 K	3.51 M	933 K	0	0	0	0
119	24	I 526 exit 30 & US 17	Existing	Charleston	6	7.02 M	1.61 M	9.11 K	2.09 K	4.56 M	1.49 M	0	0	0	0
120	24	I 95 exit 18 & SR 13	Existing	Jasper	6	3.46 M	305 K	15.2 K	1.34 K	3.45 M	434 K	0	0	0	41.8
121	23	I 26 exit 19 & SC 85 (I 85 Business) exit 2	Existing	Spartanburg	3	5.99 M	1.37 M	3.77 K	863	5.15 M	1.68 M	0	0	0	0
122	23	I 95 exit 77 & US 78	Existing	Dorchester	6	4.15 M	1.13 M	57.5 K	15.7 K	3.9 M	1.52 M	0	0	0	0
123	23	I 385 exit 31 & SC 417	Existing	Greenville	3	7.37 M	651 K	91.2 K	8.06 K	5.22 M	658 K	0	0	0	0
124	23	I 26 exit 22 & SC 296	Existing	Spartanburg	3	7.47 M	801 K	631 K	67.6 K	4.18 M	638 K	0	0	0	0
125	23	I 26 exit 219A & Rutledge St. (SR 46)	Existing	Charleston	6	6.65 M	905 K	241 K	32.9 K	5.25 M	1.02 M	0	0	0	0
126	23	I 526 exit 15B & SC 642	Existing	Charleston	6	6.26 M	1.43 M	245 K	56.1 K	3.74 M	1.22 M	0	0	0	0
127	23	I 85 exit 39 & River Rd. (SR 143)	Existing	Anderson	3	6.11 M	540 K	123 K	10.9 K	5.16 M	649 K	0	0	0	10.4
128	22	I 185 exit 15 & US 25	Existing	Greenville	3	5.86 M	855 K	349 K	50.9 K	4.16 M	866 K	0	0	0	0
129	22	I 20 exit 55 & SC 6	Existing	Lexington	1	5.37 M	1.59 M	224 K	66.5 K	4.01 M	1.69 M	0	0	0	0
130	22	I 85 exit 44A & SC 20	Existing	Greenville	3	7.1 M	0	56.7 K	0	6.39 M	0	0	0	0	0
131	22	I 526 & SC 7	Existing	Charleston	6	5.78 M	1.32 M	563 K	129 K	3.61 M	1.18 M	0	0	0	0
132	22	I 85 exit 87 & Green River Rd. (SR 39)	Existing	Cherokee	4	4.98 M	534 K	38.5 K	4.13 K	4.45 M	679 K	0	0	0	0
133	21	I 77 exit 24 & US 21	Existing	Richland	1	5.46 M	1.02 M	96.8 K	18.1 K	4.58 M	1.22 M	0	0	0	0
134	21	I 126 & Colonial Life Blvd. (SR 2963)	Existing	Richland	1	6.02 M	761 K	1.22 K	154	5.51 M	992 K	0	0	0	0
135	21	I 95 exit 57 & SC 64	Existing	Colleton	6	4.36 M	1.61 M	128 K	47.1 K	3.36 M	1.77 M	0	0	0	10.4
136	21	I 95 exit 193 & SC 9	Existing	Dillon	5	4.84 M	659 K	117 K	16 K	3.56 M	692 K	0	0	0	10.4
137	21	I 85 exit 69 & I-85 Bus.	Existing	Spartanburg	3	5.7 M	504 K	2.71 K	240	5.39 M	679 K	0	0	0	0
138	20	I 77 exit 65 & SC 9	Existing	Chester	4	4.42 M	1.11 M	221 K	55.6 K	3.8 M	1.36 M	0	0	0	0
139	20	I 95 exit 22 & US 17	Existing	Jasper	6	3.56 M	520 K	16.2 K	2.37 K	3.43 M	713 K	0	0	0	0
140	20	I 77 exit 13 & Decker Blvd. (SR 151)	Existing	Richland	1	5.83 M	515 K	1.9 K	168	5.52 M	695 K	0	0	0	10.4
141	20	I 85 exit 90 & SC 105	Existing	Cherokee	4	5.92 M	523 K	349 K	30.8 K	4.58 M	576 K	0	0	0	20.9
142	20	I 385 exit 30 & Old Stage Rd. (SR 566)	Existing	Greenville	3	5.56 M	812 K	345 K	50.4 K	4.67 M	971 K	0	0	0	0
143	20	I 85 exit 96 & SC 18	Existing	Cherokee	4	5.91 M	1.1 M	96.5 K	18 K	3.68 M	978 K	0	0	0	0
144	20	I 85 exit 27 & SC 81	Existing	Anderson	3	5.14 M	959 K	467 K	87.2 K	4.08 M	1.09 M	0	0	0	0
145	19	I 26 exit 159 & Homestead Rd. (SR 36)	Existing	Orangeburg	7	5.57 M	492 K	107 K	9.42 K	3.45 M	435 K	0	0	617 K	41.8
146	19	I 20 exit 92 & US 601	Existing	Kershaw	1	5.63 M	1.05 M	93.8 K	17.5 K	3.67 M	976 K	0	0	0	20.9
147	19	I 85 exit 32 & SC 8	Existing	Anderson	3	5.12 M	748 K	231 K	33.8 K	4.07 M	848 K	0	0	0	0
148	19	I 385 exit 33 & Bridges Rd. (SR 941)	Existing	Greenville	3	6.12 M	541 K	231 K	20.4 K	4.4 M	554 K	0	0	0	0
149	19	I 85 exit 80 & Gosset Rd (SR 57)	Existing	Spartanburg	3	5.68 M	502 K	70.2 K	6.21 K	4.79 M	603 K	0	0	0	0
150	19	I 26 exit 219B & Morrison Dr. (SR 49)	Existing	Charleston	6	5.07 M	1.05 M	59.8 K	12.4 K	4.45 M	1.32 M	0	0	0	10.4
151	19	I 26 exit 145 & US 601	Existing	Orangeburg	7	4.9 M	619 K	648	81.9	4.39 M	791 K	0	0	0	0
152	19	I 95 exit 169 & TV Rd. (SR 26)	Existing	Florence	5	4.59 M	1.05 M	102 K	23.3 K	3.41 M	1.11 M	0	0	617 K	0
153	19	I 77 exit 48 & SC 200	Existing	Fairfield	4	5.75 M	1.07 M	119 K	22.2 K	3.17 M	842 K	0	0	0	0
154	19	I 77 exit 22 & Killian Rd. (SR 52)	Existing	Richland	1	5.68 M	502 K	527 K	46.5 K	4.5 M	567 K	4.64	3.84	0	0
155	19	I 77 exit 73 & SC 901	Existing	York	4	5.27 M	1.94 M	102 K	37.5 K	2.88 M	1.51 M	0	0	0	0
156	18	I 26 exit 119 & US 21	Existing	Lexington	1	5.51 M	696 K	101 K	12.8 K	4.53 M	816 K	0	0	0	0
157	18	I 85 exit 83 & SC 110	Existing	Spartanburg	3	5.64 M	498 K	307 K	27.1 K	4.58 M	577 K	0	0	0	0
158	18	I 77 exit 18 & SC 277	Existing	Richland	1	4.73 M	1.08 M	11.6 K	2.66 K	4.35 M	1.42 M	0	0	0	0
159	18	I 26 exit 220A & Romney Dr. (SR 126)	Existing	Charleston	6	5.53 M	753 K	15.9 K	2.17 K	4.2 M	814 K	0	0	0	0
160	18	I 20 exit 51 & Longs Pond Rd. (SR 204)	Existing	Lexington	1	5.9 M	521 K	512 K	45.3 K	3.55 M	447 K	0	0	0	20.9
161	18	I 20 exit 1 & SC 230	Existing	Aiken	1	5.61 M	393 K	197 K	13.8 K	4.17 M	416 K	0	0	0	0
162	18	I 95 exit 181 & SC 38	Existing	Dillon	5	3.85 M	1.14 M	99 K	29.3 K	3.02 M	1.27 M	0	0	0	10.4
163	17	I 20 exit 11 & Bettis Academy Rd. (SR 144)	Existing	Aiken	1	4.88 M	431 K	75.2 K	6.65 K	2.48 M	312 K	0	0	0	0
164	17	I 26 exit 129 & US 21	Existing	Lexington	1	4.17 M	608 K	20 K	2.92 K	3.76 M	782 K	0	0	617 K	20.9
165	17	I 85 exit 92 & SC 11	Existing	Cherokee	4	5.5 M	486 K	187 K	16.6 K	4.21 M	530 K	0	0	0	0
166	17	I 85 exit 102 & SC 198	Existing	Cherokee	4	4.91 M	916 K	673 K	126 K	3.5 M	931 K	0	0	0	0
167	17	I 85 exit 106 & US 29	Existing	Cherokee	4	5.56 M	1.04 M	91.7 K	17.1 K	3.24 M	860 K	0	0	0	0
168	17	I 85 exit 98 & Frontage Rd. (SR 670)	Existing	Cherokee	4	1.85 M	3.1 M	5.49 K	9.21 K	1.77 M	4.25 M	0	0	0	0
169	17	I 95 exit 38 & SC 68	Existing	Hampton	7	3.46 M	945 K	36.4 K	9.94 K	3.39 M	1.32 M	0	0	0	0
170	17	I 20 exit 98 & US 521	Existing	Kershaw	1	3.84 M	962 K	235 K	59 K	3.29 M	1.18 M	0	0	0	0
171	17	I 26 exit 91 & Columbia Ave. (SR 48)	Existing	Lexington	1	4.49 M	656 K	613 K	89.6 K	3.48 M	723 K	0	0	0	0
172	17	I 385 exit 30 & US 276	Existing	Greenville	3	4.45 M	650 K	10.5 K	1.53 K	4.32 M	899 K	0	0	0	10.4
173	17	I 95 exit 62 & McLeod Rd. (SR 34)	Existing	Colleton	6	2.59 M	829 K	7.98 K	2.55 K	2.63 M	1.2 M	0	0	0	0
174	16	I 85 exit 77 & SC 85	Existing	Spartanburg	3	4.5 M	612 K	574	78.1	4.63 M	899 K	0	0	0	0
175	16	I 26 exit 220B & Cypress St. (SR 114)	Existing	Charleston	6	5.13 M	698 K	18.6 K	2.53 K	3.99 M	775 K	0	0	0	0
176	16	I 85 exit 34 & US 29	Existing	Anderson	3	4.23 M	790 K	4.39 K	819	4.23 M	1.13 M	0	0	0	0

177	16	I 26 exit 52 & SC 56	Existing	Laurens	2	4.59 M	405 K	146 K	12.9 K	3.72 M	469 K	0	0	0	0
178	16	I 95 exit 21 & SC 336	Existing	Jasper	6	3.99 M	1.18 M	199 K	59.1 K	3.36 M	1.42 M	0	0	0	0
179	16	I 26 exit 15 & US 176	Existing	Spartanburg	3	5.18 M	458 K	52.9 K	4.67 K	3.73 M	470 K	0	0	0	10.4
180	15	I 26 exit 125 & Old Sandy Run Rd. (SR 31)	Existing	Calhoun	7	4.18 M	369 K	28.7 K	2.53 K	3.96 M	499 K	0.481	0.398	0	0
181	15	I 20 exit 18 & SC 19	Existing	Aiken	1	3.81 M	1.4 M	66.1 K	24.4 K	2.38 M	1.25 M	0	0	0	10.4
182	15	I 95 exit 28 & SC 462	Existing	Jasper	6	3.69 M	395 K	24.1 K	2.58 K	3.5 M	534 K	0	0	0	0
183	15	I 26 exit 136 & SC 6	Existing	Calhoun	1	4.04 M	357 K	24.1 K	2.13 K	3.76 M	474 K	0	0	0	0
184	15	I 26 exit 194 & SR 16	Existing	Berkeley	6	4.26 M	456 K	103 K	11 K	3.15 M	481 K	0	0	0	20.9
185	15	I 26 exit 28 & US 221	Existing	Spartanburg	3	3.51 M	959 K	257 K	70.2 K	2.65 M	1.03 M	0	0	617 K	10.4
186	15	I 385 exit 30 & I 185 exit 1B	Existing	Greenville	3	4.16 M	608 K	905	132	4.02 M	837 K	0	0	0	0
187	14	I 20 exit 44 & SR 34	Existing	Lexington	1	4.21 M	372 K	97.1 K	8.58 K	2.48 M	313 K	0	0	0	0
188	14	I 26 exit 149 & SC 33	Existing	Orangeburg	7	3.54 M	1.31 M	35.2 K	13 K	2.89 M	1.52 M	0	0	0	0
189	14	I 385 exit 24 & Fairview St. (SR 543)	Existing	Greenville	3	4.75 M	420 K	181 K	16 K	3.67 M	462 K	192	159	0	0
190	14	I 385 exit 22A & SC 14	Existing	Laurens	2	4.25 M	793 K	42.7 K	7.96 K	2.53 M	673 K	0	0	0	0
191	14	I 95 exit 98 & SC 6	Existing	Orangeburg	7	4.84 M	428 K	189 K	16.7 K	3.37 M	424 K	0	0	0	10.4
192	14	I 95 exit 68 & SC 61	Existing	Colleton	6	3.1 M	452 K	35.2 K	5.14 K	2.99 M	623 K	0	0	617 K	20.9
193	14	I 20 exit 116 & US 15	Existing	Lee	1	3.66 M	324 K	88.8 K	7.85 K	3.19 M	401 K	0	0	0	0
194	14	I 85 exit 95 & Pleasant School Rd. (SR 82)	Existing	Cherokee	4	4.24 M	374 K	180 K	15.9 K	3.65 M	460 K	0	0	0	20.9
195	14	I 26 exit 82 & SC 773	Existing	Newberry	2	2.98 M	556 K	44.5 K	8.3 K	2.7 M	717 K	0	0	0	0
196	14	I 26 exit 187 & SC 27	Existing	Dorchester	6	3.53 M	312 K	100 K	8.88 K	2.75 M	346 K	380	315	0	0
197	14	I 26 exit 17 & New Cut Rd. (SR 40)	Existing	Spartanburg	3	4.49 M	314 K	368 K	25.7 K	3.47 M	346 K	0	0	0	0
198	14	I 95 exit 42 & US 21	Existing	Colleton	6	2.86 M	418 K	12.1 K	1.77 K	2.9 M	504 K	0	0	0	10.4
199	13	I 95 exit 157 & US 76	Existing	Florence	5	3.89 M	568 K	72.2 K	10.5 K	3.36 M	698 K	0	0	0	10.4
200	13	I 526 exit 15A & Paramount Dr. (SR 771)	Existing	Charleston	6	4.02 M	921 K	178 K	40.7 K	2.88 M	940 K	0	0	0	0
201	13	I 26 exit 177 & SC 453	Existing	Dorchester	6	3.97 M	350 K	79.3 K	7.01 K	2.98 M	376 K	0	0	0	0
202	13	I 85 exit 100 & SC 5	Existing	Cherokee	4	3.96 M	738 K	52.5 K	9.8 K	3.3 M	876 K	27.6	22.8	0	0
203	13	I 85 exit 1 & SC 11	Existing	Oconee	3	4.6 M	407 K	27.4 K	2.43 K	3.24 M	408 K	0	0	0	0
204	13	I 26 exit 74 & SC 34	Existing	Newberry	2	4.58 M	668 K	51 K	7.44 K	2.8 M	583 K	0	0	0	0
205	13	I 20 exit 137 & SC 340	Existing	Darlington	5	3.98 M	1.47 M	45 K	16.6 K	2.04 M	1.07 M	0	0	0	10.4
206	13	I 95 exit 108 & Buff Blvd. (SR 102)	Existing	Clarendon	7	4.59 M	492 K	42.6 K	4.57 K	2.52 M	385 K	0	0	0	0
207	13	I 26 exit 72 & SC 121	Existing	Newberry	2	3.19 M	1.1 M	36.2 K	12.4 K	2.34 M	1.15 M	0	0	0	0
208	13	I 77 exit 75 & SR 245	Existing	York	4	2.77 M	1.02 M	26.2 K	9.67 K	2.75 M	1.44 M	0	0	0	0
209	13	I 85 exit 14 & SC 187	Existing	Anderson	3	4.28 M	378 K	56.9 K	5.03 K	3.23 M	407 K	47.3	39.1	0	10.4
210	13	I 95 exit 190 & SC 34	Existing	Dillon	5	4.32 M	546 K	44.8 K	5.66 K	2.93 M	527 K	0	0	0	10.4
211	13	I 26 exit 165 & SC 210	Existing	Orangeburg	7	3.3 M	292 K	26.3 K	2.33 K	3.05 M	384 K	0	0	0	10.4
212	12	I 95 exit 82 & US 178	Existing	Dorchester	6	3.18 M	942 K	65.2 K	19.3 K	2.91 M	1.23 M	0	0	0	0
213	12	I 385 exit 9 & US 221	Existing	Laurens	2	4.39 M	1.3 M	49.7 K	14.7 K	1.72 M	728 K	10.9 K	10.6 K	0	0
214	12	I 85 exit 104 & Tribal Rd. (SR 99)	Existing	Cherokee	4	3.18 M	281 K	32.3 K	2.85 K	3.05 M	384 K	0	0	0	0
215	12	I 385 exit 31 & I 185	Existing	Greenville	3	3.6 M	318 K	271	24	3.57 M	450 K	0	0	0	0
216	11	I 20 exit 22 & US 1	Existing	Aiken	1	3.02 M	1.11 M	155 K	57.2 K	2.26 M	1.19 M	0	0	0	0
217	11	I 385 exit 23 & SC 418	Existing	Greenville	3	3.89 M	344 K	138 K	12.2 K	2.94 M	370 K	1.57 K	1.3 K	0	0
218	11	I 95 exit 153 & Honda Way (SR 83)	Existing	Florence	5	2.91 M	367 K	35.9 K	4.53 K	2.53 M	456 K	0	0	0	0
219	11	I 20 exit 120 & SC 341	Existing	Lee	1	3.38 M	394 K	67.7 K	7.91 K	2.39 M	397 K	0	0	0	0
220	11	I 26 exit 172 & US 15	Existing	Dorchester	6	2.23 M	417 K	19.1 K	3.57 K	2.25 M	599 K	0	0	0	0
221	11	I 385 exit 10 & Metric Rd. (SR 23)	Existing	Laurens	2	3.64 M	322 K	10.8 K	956	2 M	251 K	0	0	617 K	0
222	11	I 85 exit 2 & SC 59	Existing	Oconee	3	3.25 M	287 K	12.9 K	1.14 K	2.93 M	368 K	8	6.62	0	0
223	11	I 95 exit 90 & US 176	Existing	Orangeburg	7	2.92 M	865 K	15.9 K	4.71 K	2.08 M	878 K	0	0	0	0
224	11	I 26 exit 16 & John Dodd Rd. (SR 60)	Existing	Spartanburg	3	3.75 M	195 K	84.6 K	4.39 K	3.23 M	239 K	230	114	0	0
225	11	I 95 exit 150 & SC 403	Existing	Florence	5	3.02 M	295 K	30.5 K	2.98 K	2.32 M	322 K	0	0	0	0
226	11	I 20 exit 39 & US 178	Existing	Aiken	1	2.45 M	727 K	38.6 K	11.4 K	2.02 M	853 K	0	0	0	0
227	10	I 77 exit 41 & Old River Rd. (SR 41)	Existing	Fairfield	4	2.02 M	744 K	7.87 K	2.9 K	2.11 M	1.11 M	0	0	0	0
228	10	I 95 exit 97 & US 301	Existing	Orangeburg	7	2.92 M	546 K	192	35.8	2.9 M	771 K	0	0	0	0
229	10	I 20 exit 131 & US 401	Existing	Darlington	5	3.7 M	327 K	50.9 K	4.5 K	2.47 M	311 K	0	0	0	0
230	10	I 95 exit 115 & US 301	Existing	Clarendon	7	2.56 M	758 K	21.9 K	6.49 K	2.21 M	934 K	0	0	0	10.4
231	10	I 77 exit 34 & SC 34	Existing	Fairfield	4	3.1 M	274 K	128 K	11.3 K	2.95 M	371 K	0	0	0	0
232	10	I 26 exit 85 & SC 202	Existing	Newberry	2	3.06 M	447 K	14.4 K	2.1 K	2.74 M	569 K	0	0	0	10.4
233	10	I 95 exit 102 & US 15	Existing	Clarendon	7	2.83 M	838 K	18.2 K	5.38 K	2.27 M	957 K	0	0	0	0
234	10	I 26 exit 76 & SC 219	Existing	Newberry	2	2.81 M	410 K	46.6 K	6.8 K	2.73 M	568 K	0	0	0	0
235	10	I 26 exit 10 & SC 292	Existing	Spartanburg	3	3.43 M	368 K	106 K	11.3 K	2.45 M	374 K	31.2	25.8	0	10.4
236	9	I 526 & US 17	Existing	Charleston	6	2.62 M	490 K	157 K	29.2 K	1.44 M	382 K	0	0	0	0
237	9	I 26 exit 54 & SC 72	Existing	Laurens	2	2.69 M	502 K	47.2 K	8.81 K	2.47 M	657 K	0	0	0	10.4
238	9	I 26 exit 38 & SC 146	Existing	Spartanburg	3	2.47 M	911 K	39 K	14.4 K	1.63 M	857 K	0	0	0	0
239	9	I 85 exit 4 & Old Dobbins Bridge Rd. (SR 23)	Existing	Anderson	3	3.03 M	267 K	35.9 K	3.18 K	2.85 M	359 K	1.6	0.664	0	0
240	9	I 20 exit 33 & SC 39	Existing	Aiken	1	2.95 M	261 K	51.6 K	4.56 K	2.23 M	281 K	0	0	0	0
241	9	I 95 exit 135 & US 378	Existing	Sumter	1	2.35 M	438 K	41.2 K	7.69 K	2.23 M	592 K	0	0	0	20.9
242	9	I 77 exit 62 & Old Richburg Rd. (SR 56)	Existing	Chester	4	2.27 M	838 K	13.4 K	4.95 K	2.23 M	1.17 M	0	0	0	0
243	9	I 26 exit 51 & I 385	Existing	Laurens	2	2.13 M	783 K	229	84.3	2.22 M	1.17 M	0	0	0	0
244	8	I 26 exit 60 & SC 66	Existing	Laurens	2	2.57 M	479 K	17.6 K	3.28 K	2.34 M	622 K	0	0	0	0
245	8	I 77 exit 55 & SC 97	Existing	Chester	4	2.8 M	300 K	24.8 K	2.65 K	2.62 M	400 K	0	0	0	0
246	8	I 185 & SC 417	Existing	Greenville	3	3.49 M	309 K	364 K	32.2 K	1.71 M	215 K	0	0	0	0
247	8	I 385 exit 22B & Old Laurens Rd. (LR 13)	Existing	Laurens	2	2.65 M	495 K	30.5 K	5.69 K	2.29 M	609 K	0	0	0	0
248	8	I 185 exit 16 & SC 20	Existing	Greenville	3	3.41 M	301 K	173 K	15.3 K	1.84 M	231 K	0	0	0	0
249	8	I 385 exit 19 & SC 14	Existing	Laurens	2	3.2 M	283 K	46.6 K	4.12 K	2.17 M	274 K	0	0	0	10.4
250	8	I 95 exit 122 & US 521	Existing	Clarendon	7	2.32 M	634 K	23.2 K	6.36 K	2.1 M	819 K	0	0	0	0
251	8	I 20 exit 101 & SR 329	Existing	Kershaw	1	2.02 M	179 K	16.1 K	1.42 K	1.99 M	250 K	0	0	0	0
252	7	I 95 exit 93 & US 15	Existing	Orangeburg	7	2.64 M	385 K	15.4 K	2.25 K	2.19 M	457 K	0	0	0	0
253	7	I 20 exit 29 & Wire Rd (SR 49)	Existing	Aiken	1	1.94 M	717 K	10.3 K	3.81 K	1.79 M	940 K	0	0	0	0
254	7	I 385 exit 2 & SC 308	Existing	Laurens	2	3.23 M	285 K	19.8 K	1.75 K	1.6 M	201 K	0	0	0	0
255	7	I 20 exit 108 & SR 31	Existing	Lee	1	2.17 M	191 K	18.1 K	1.6 K	1.99 M	251 K	0	0	0	0
256	7	I 77 exit 46 & Camp Welfare Rd. (SR 20)	Existing	Fairfield	4	2.29 M	202 K	4.65 K	411	2.41 M	303 K	0	0	0	0
257	7	I 385 exit 16 & SC 101	Existing	Laurens	2	2.11 M	187 K	29.9 K	2.64 K	1.77 M	223 K	0	0	0	0
258	6	I 95 exit 132 & SC 527	Existing	Clarendon	7	2.32 M	339 K	8.73 K	1.27 K	2.04 M	425 K	0	0	0	0
259	6	I 26 exit 66 & Jalapa Rd. (SR 32)	Existing	Newberry	2	2.23 M	197 K	6.52 K	576	2.32 M	292 K	0	0	0	0
260	6	I 95 exit 146 & SC 341	Existing	Sumter	1	2.1 M	306 K	7.01 K	1.02 K	2.03 M	423 K	0	0	0	0
261	6	I 26 exit 41 & SC 92	Existing	Spartanburg	3	1.93 M	282 K	17.3 K	2.53 K	1.63 M	339 K	0	0	0	0
262	6	I 26 exit 35 & SR 50	Existing	Spartanburg	3	1.89 M	132 K	23.4 K	1.64 K	1.78 M	177 K	0	0	0	0
263	6	I 26 exit 44 & SC 49	Existing	Spartanburg	3	2.02 M	179 K	22.7 K	2 K	1.62 M	203 K	0	0	0	0
264	5	I 95 exit 141 & SC 53	Existing	Sumter	1	1.99 M	176 K	8.07 K	713	2.05 M	258 K	0	0	0	0
265	5	I 385 exit 5 & SC 49	Existing	Laurens	2	2.09 M	184 K	29.2 K	2.59 K	1.57 M	197 K	0	0	0	0
266	5	I 20 exit 123 & SR 22	Existing	Lee	1	1.88 M	166 K	13.4 K	1.19 K	1.83 M	231 K	0	0	0	0
267	3	I 185 exit 10 & SC 20	Existing	Greenville	3	2.47 M	0	6.91 K	0	856 K	0	0	0	0	0
268	3	I 185 exit 7 & US 25	Existing	Greenville	3	1.65 M	240 K	34.9 K	5.1 K	1.04 M	216 K	0	0	0	0
269	2	I 185 exit 12 & SC 153	Existing	Greenville	3	1.65 M	145 K	40.4 K	3.57 K	944 K	119 K	0	0	0	0

270	**1**	I 185 exit 4 & Fork Shoals Rd. **(SR 146)**	Existing	Greenville	3	1.12 M	98.7 K	14.1 K	1.25 K	755 K	95.1 K	0	0	0	**0**
271	0	I 185 exit 1 & US 276	Existing	Greenville	3	790 K	69.9 K	13.9	1.23	641 K	80.7 K	0	0	0	**0**

South Carolina Department of Transportation

Engineering Directive

Directive Number:	**ED-54**	**Effective:**	**February 18, 2011**
Subject:	**Safety Project Selection Process**		
References:	**S.C. Code of Laws, Sections 57-1-370 and 57-1-460**		
Purpose:	**Provide Details for Prioritizing and Selecting Projects**		
This Directive Applies to:	**Traffic Engineering**		

Act 114 of 2007 established changes to the S.C. Code of Laws, adding Sections 57-1-370 and 57-1-460, which require the South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides details of the engineering ranking process for safety projects, using the criteria approved by the SCDOT Commission (Commission) at its July 18, 2007 meeting. The engineering ranking of projects may be considered by the Commission in developing a project priority list.

This engineering directive details the process for prioritizing and selecting projects for the Safety Program based on an engineering perspective. All projects ranked and presented to the Commission since June 27, 2007 have been selected using this process.

SCDOT currently maintains approximately 41,500 miles of roadways and 100,000 intersections. Safety projects are administered through a federally approved and funded Highway Safety Improvement Program (HSIP). The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on our roadways through the implementation of infrastructure-related improvements. Candidate projects are selected by identifying locations with high crash rates or identifying crash patterns on specific type roadways using the following 4-step methodology:

Step 1: Analyze Data. Data provides evidence that a safety improvement is needed.

Step 2: Identify Potential Countermeasures. Select appropriate countermeasure that will improve safety.

Step 3: Prioritize and Select Projects. Due to limited resources, projects are prioritized based on cost of the project, its expected effectiveness, and expected service life.

Step 4: Determine Effectiveness/Evaluate. Evaluations are required on all projects to ensure resources are used effectively.

In addition, project selection will also give consideration to environmental impacts and the SCDOT strategic highway plan objectives, as well as input from district engineering staff, law enforcement, and the public. Partial funding from other sources such as councils of

governments (COG), county transportation committees (CTC), and/or county/city governments may be considered in the selection process.

Engineering will then present viable projects to the Commission for their approval. In general, the number of projects submitted for approval will not exceed two years of anticipated federal funding available for these types of projects. The limits on the number of projects submitted is necessary since the crash data is dynamic and changes year to year.

Submitted by: Anthony Fallaw
Director of Traffic Engineering

Recommended by: Ron K. Patton
Chief Engineer for Design and Traffic Engineering

Approved: Christy A. Hall
Deputy Secretary for Engineering

Lead: Director of Traffic Engineering

History: Issued on January 13, 2009
First Revision on February 18, 2011

Federal Safety Project Priority List (for sending to the Commission in April 2015)

Intersection Improvement Projects

County	Intersection Routes	Engineering District	Congressional District	Commission Priority
Anderson	US 29 @ US 29 Bus (Williamston Rd) & S-232 (Plantation Rd)	2	3	232
Clarendon	I-95 @ US 521 (Sumter Hwy) & US 301 (Trinity Church Rd) & S-762	7	6	233
Colleton	US 15 (N. Jeffries Hwy) & S-130 (Academy Rd) & S-754 (Tuskegee Airmen Dr)	6	6	234
Darlington	US 15 (S. Marquis Hwy) @ S-135 (Railroad Ave)	5	7	235
Darlington	US 52 (N. Governor Williams Hwy) @ S-528 (Wire Rd)	5	7	236
Dorchester	US 17A @ S-211 (Pine Grove Avenue)	6	1	237
Florence	S-112 (N. Ebenezer Rd/ Pisgah Rd) @ S-193 (N. Ebenezer Rd/ W. Sumter St)	5	7	238
Greenville	S-920 (Old Rutherford Rd) @ Old Greer Town Rd	3	4	239
Horry	US 17 Bus. @ S-1191 (Pine Ave.) & Garden City Conn.	5	7	240
Horry	US 17 Bypass @ Tadlock Dr.	5	7	241
Horry	US 501 @ S-1315 (Robert M Grisson Pkwy)	5	7	242
Lancaster	S-56 (University Drive) @ S-67 (Hubbard Drive)	4	5	243
Lancaster	US 521 (Charlotte Hwy) @ S-755 (North Corner Rd)	4	5	244
Lexington	US 76 (Chapin Rd) @ S-82 (Murray Lindler Rd/ E. Boundary St)	1	2	245
Marion	US 76 @ S-64 (Laughlin Rd/ Moores Mill Rd) & S-328 (Springville Rd)	5	7	246
Orangeburg	SC 3 (Capital Way) @ SC 389 (Ninety Six Rd)	7	2	247
Richland	S-492 (Zimalcrest Dr) @ S-2892 (Browning Rd)	1	6	248
Sumter	US 378 (Robert E. Graham Frwy) @ SC 763 (Myrtle Beach Hwy) @ S-1430 (N. Pike E. Rd) @ S-1431 (S. Pike E. Rd)	1	5	249

Corridor/ Section Improvement Projects

County	Route	BMP 1	EMP 1	BMP 2	EMP 2	Engineering District	Congressional District	Commission Priority
Aiken	SC 781 (Tinker Creek Rd.)	0.00	3.66			7	2	116
Aiken	S-781 (Beech Island Ave.)	0.00	2.31			7	2	117
Aiken	S-816 (Chime Bell Church Rd.)	0.00	4.34			7	2	118
Anderson	S-49 (Flat Rock Rd.)	0.00	9.26			2	3	119
Berkeley	S-356 (Starline Dr.)	0.00	2.53			6	1	120

Berkeley	S-135 (Mudville Rd.)	0.00	9.56			6	6	121
Cherokee	S-146 (East/ West Oconee St.)	0.00	1.00			4	5	122
Cherokee	S-70 (Old Race Track Rd.)	0.00	2.17			4	5	123
Chester	S-197 (River Rd.)	0.00	1.85			4	5	124
Darlington	S-524 (Greenfield Rd.)	0.00	1.77			5	7	125
Darlington	S-20 (Ruby Rd.)	0.00	4.16			5	7	126
Darlington	S-12 (Kelleytown Rd.)	1.64	3.84			5	7	127
Darlington	S-14 (West/ East Billy Farrow Hwy)	1.45	10.08			5	7	128
Dillon	S-198 (West/ East Country Club Rd.)	0.00	0.41	1.65	2.95	5	7	129
Dorchester	S-22 (Orangeburg Rd./ Dawson Branch Rd.)	6.49	8.82			6	1	130
Dorchester	S-89 (Short Cut Rd.)	0.00	4.63			6	6	131
Edgefield	S-491 (Stephens Rd.)	0.00	2.22			2	3	132
Fairfield	S-23 (Pumphouse Rd.)	0.00	1.88			4	5	133
Florence	S-722 (Bannockburn Rd.)	0.00	1.74			5	7	134
Florence	S-925 (N. Williamson Rd.)	0.00	1.62			5	7	135
Florence	S-858 (John C. Calhoun Rd.)	0.00	1.19			5	7	136
Florence	S-537 (Old Manning Rd.)	0.00	4.08			5	7	137
Florence	S-588 (Third Loop Road)	2.50	2.60			5	7	138
Greenville	S-279 (Reid School Rd)	2.60	3.10			3	4	139
Greenville	S-310 (Crestwood Rd)	0.75	1.25			3	4	140
Greenville	S-22 (State Park Rd.)	1.78	5.59			3	4	141
Greenville	S-84 (Standing Springs Rd.)	1.63	4.48			3	3,4	142
Greenville	S-159 (Garrison Rd.)	0.00	2.64			3	3	143
Greenville	S-543 (Fairview St. Ext./ Greenpond Rd.)	1.27	4.36			3	3	144
Greenville	S-132 (Old Hunts Bridge Rd.)	0.00	3.96			3	4	145
Horry	S-1135 (Lee's Landing Cir.)	0.00	2.15			5	7	146
Kershaw	S-906 (Tower Rd./ Baldwin Rd.)	0.00	4.23			1	5	147
Lancaster	S-64 (Harrisburg Rd.)	0.00	5.32			4	5	148
Lancaster	SC 200 (Great Falls Hwy/ Monroe Hwy)	0.24	8.14	14.72	20.67	4	5	149
Laurens	S-43 (E. Jerry Rd./ A B Jacks Rd.)	0.31	5.75			2	3	150
Lexington	S-1459 (Old Orangeburg Rd.)	1.31	3.87			1	2	151
Lexington	S-233 (Wessinger Rd./ St. Thomas Church Rd.)	0.00	3.94			1	2	152
Lexington	S-604 (Jeter Rd./ Rawl Rd.)	0.00	4.24			1	2	153
Marion	S-41 (Senator Gasque Rd.)	5.99	10.49			5	7	154
Marlboro	S-34 (McCormick Ave./ Pea Bridge Rd.)	0.87	2.15			5	7	155
Orangeburg	S-367 (Beason Rd.)	0.00	3.38			7	2	156

Pickens	S-162 (Thomas Mill Rd.)	3.27	6.60			3	3	157
Pickens	S-270 (Winding Creek Rd.)	0.00	1.91			3	3	158
Richland	S-83 (Hardscrabble Rd.)	0.00	2.93			1	2	159
Saluda	US 1 (Highway 1)	0.00	2.06			2	3	160
Spartanburg	S-74 (River Oak Rd.)	0.00	1.66	3.79	4.45	3	4, 5	161
Spartanburg	S-59 (Beacon Light Rd.)	0.47	2.62			3	4	162
Spartanburg	S-56 (Old Furnace Rd.)	6.25	9.13			3	5	163
Spartanburg	SC 85	1.50	2.10			3	4	164
Sumter	S-402 (Tindal Rd.)	0.00	1.70			1	5	165
Sumter	S-40 (St. Paul's Church Rd.)	3.46	4.80	5.72	8.23	1	5	166
Sumter	S-645 (Cockerill Rd.)	0.00	2.49			1	5	167
Union	S-69 (Peach Orchard Rd.)	1.02	3.01			4	5	168
Union	S-30 (Pineland Rd.)	0.00	3.97			4	5	169
Williamsburg	S-438 (Greenhouse Rd./ Todd Rd.)	0.00	2.80			5	6	170
York	S-31 (Neely Store Rd)	4.65	5.40			4	5	171
York	S-557 (Fewell Rd.)	0.00	1.64			4	5	172
York	S-237 (Rhyne Rd.)	0.00	2.14			4	5	173

Interstate Improvement Projects

County	Route	BMP	EMP	Engineering District	Congressional District	Commission Priority
Charleston	I-26	209.00	221.00	6	6	59
Charleston	I-526	19.40	20.40	6	6	60
Charleston	I-26 @ I-526			6	6	61
Charleston	I-26 @ S-62 (Montague Ave)			6	6	62
Charleston	I-26 @ S-75 (Ashley Phosphate Rd)			6	6	63
Clarendon	I-95	121.50	122.00	7	6	64
Colleton	I-95	40.51	68.81	6	6	65
Dorchester	I-26	176.03	178.60	6	6	66
Fairfield	I-77	43.00	44.00	4	5	67
Florence	I-95	164.00	165.00	5	7	68
Jasper	I-95	15.50	17.00	6	6	69
Jasper	I-95	0.00	33.90	6	6	70
Laurens	I-385	5.00	6.00	2	3	71

Laurens	I-385	9.00	9.30	2	3	72
Laurens	I-385	12.90	13.60	2	3	73
Lexington	I-20 @ US 1			1	2	74
Spartanburg	I-85	70.00	76.00	3	4	75
Spartanburg	I-26 @ US 29			3	4	76
Spartanburg	I-85 Bus. @ I-585			3	4	77
York	I-77 @ SC 161 & US 21 (Exit 82)			4	5	78

South Carolina Department of Transportation
Engineering Directive Memorandum

Number: 52

Primary Department: Chief Engineer for Planning, Location, and Design

Referrals: South Carolina Code of Laws Sections 57-1-370 and 57-1-460

Subject: Interstate Rehabilitation Project Selection Process

Act 114 of 2007 established changes to the South Carolina Code of Laws, adding Sections 57-1-370 and 57-1-460, which require the South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides details of the engineering ranking process for interstate rehabilitation using the criteria approved by the SCDOT Commission (Commission) at its July 18, 2007 meeting. The engineering ranking of projects may be considered by the Commission in developing a project priority list.

This engineering directive details the process for ranking interstate rehabilitation needs based on an engineering perspective. All projects ranked and presented to the Commission since June 27, 2007 were selected using this process.

SCDOT has approximately 842 centerline miles of interstate. The miles of interstate are segmented based on pavement condition and pavement type. These segments will be ranked individually.

The following commission approved criteria, with weightings as determined by engineering staff, will be used when establishing the engineering ranking for interstate rehabilitation projects:

- ***Pavement condition (65%).*** Pavement condition is determined by evaluating the pavement distress level, rideability, and remaining service life.
- ***Average daily traffic (ADT) (10%).*** ADT is the average traffic volume per day, including trucks.
- ***Average daily truck traffic (ADTT) (10%).*** ADTT is the percentage of ADT that is truck traffic.
- ***Pavement maintenance costs (10%).*** Pavement maintenance costs are the total maintenance costs from the previous state fiscal year for the segment being evaluated.
- ***Location and significance to the community/local businesses (5%).*** This is a measure of a road's overall functional value to the local area, provided by the engineering district.

Using the weighted criteria, an engineering ranking for segments of interstate in need of repair will be produced on a statewide basis. Under the Interstate Maintenance Program, the highest ranked segments will be grouped into proposed construction contracts that are intended to minimize traffic disruptions and provide efficient contract management opportunities for SCDOT staff. The proposed contracts will be submitted to the Commission for approval and inclusion in the Statewide Transportation Improvement Program (STIP).

In general, the number of projects submitted for Commission approval should be commensurate with the amount of funds available and the time required to advance the projects to construction. Once a project is approved by the Commission, it will retain its priority status until constructed or specifically addressed by the Commission.

Submitted by: *John V. Walsh*
Chief Engineer for Planning, Location, and Design

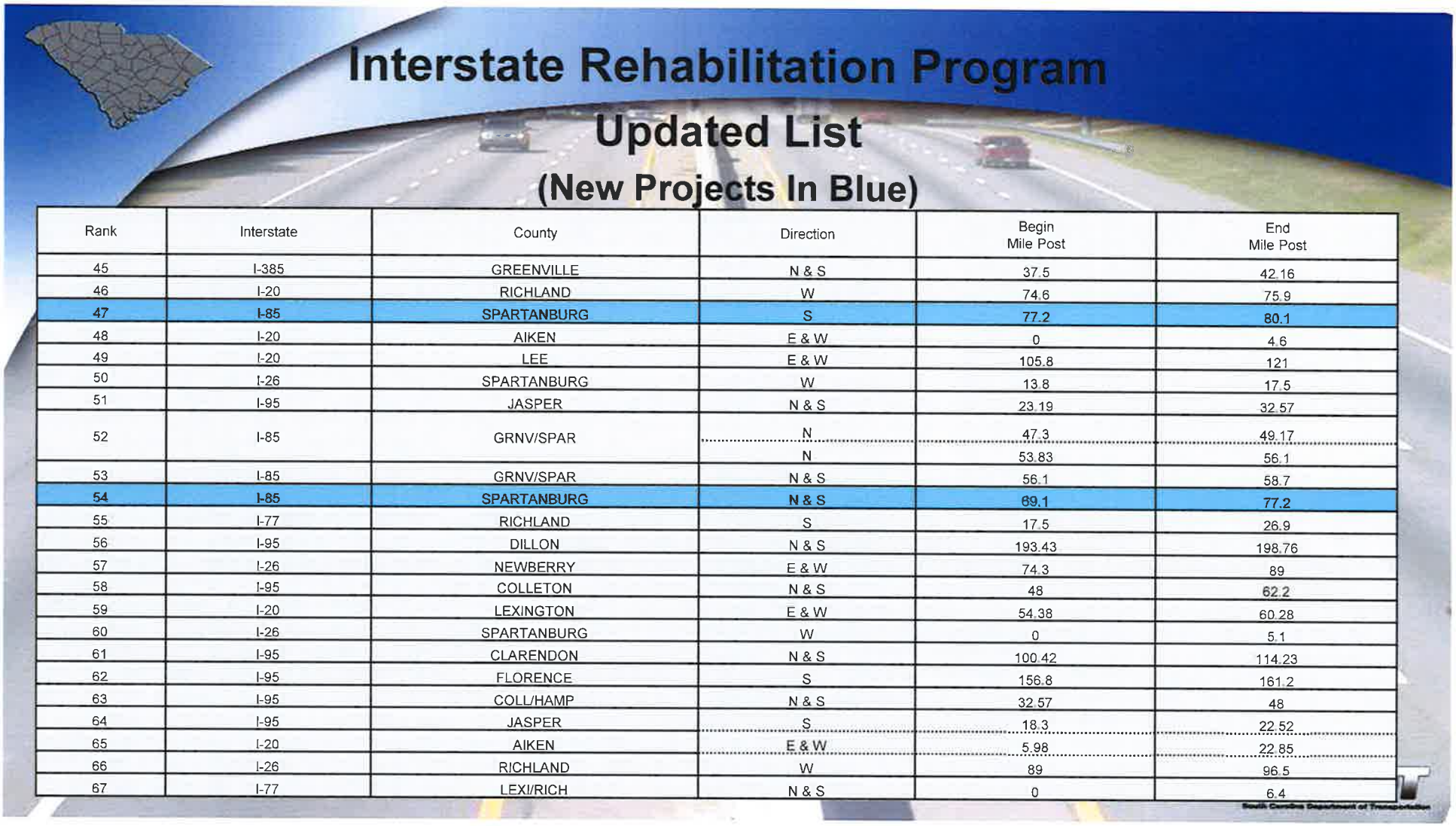
Submitted by: *J. C. Watson*
Chief Engineer for Operations

Approved: *Tony L. Chapman*
Deputy Secretary for Engineering

Effective Date: *January 13, 2009*

Original signed by Deputy Secretary for Engineering Tony L. Chapman, P.E. January 13, 2009. All original engineering directives maintained by the Office of the Deputy Secretary for Engineering.

Approved July 2015 by SCDOT Commission



Interstate Rehabilitation Program

Updated List

(New Projects In Blue)

Rank	Interstate	County	Direction	Begin Mile Post	End Mile Post
45	I-385	GREENVILLE	N & S	37.5	42.16
46	I-20	RICHLAND	W	74.6	75.9
47	I-85	SPARTANBURG	S	77.2	80.1
48	I-20	AIKEN	E & W	0	4.6
49	I-20	LEE	E & W	105.8	121
50	I-26	SPARTANBURG	W	13.8	17.5
51	I-95	JASPER	N & S	23.19	32.57
52	I-85	GRNV/SPAR	N	47.3	49.17
			N	53.83	56.1
53	I-85	GRNV/SPAR	N & S	56.1	58.7
54	I-85	SPARTANBURG	N & S	69.1	77.2
55	I-77	RICHLAND	S	17.5	26.9
56	I-95	DILLON	N & S	193.43	198.76
57	I-26	NEWBERRY	E & W	74.3	89
58	I-95	COLLETON	N & S	48	62.2
59	I-20	LEXINGTON	E & W	54.38	60.28
60	I-26	SPARTANBURG	W	0	5.1
61	I-95	CLARENDON	N & S	100.42	114.23
62	I-95	FLORENCE	S	156.8	161.2
63	I-95	COLL/HAMP	N & S	32.57	48
64	I-95	JASPER	S	18.3	22.52
65	I-20	AIKEN	E & W	5.98	22.85
66	I-26	RICHLAND	W	89	96.5
67	I-77	LEXI/RICH	N & S	0	6.4

South Carolina Department of Transportation
Engineering Directive Memorandum

Number: 60

Primary Department: Planning

Referrals: South Carolina Code of Laws, Sections 57-1-370 and 57-1-460

Subject: COG and MPO Project Ranking Process

Act 114 of 2007 established changes to the South Carolina Code of Laws, adding Sections 57-1-370 and 57-1-460, which require the South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides the details of the engineering ranking process for metropolitan planning organization (MPO) and council of governments (COG) road widening, functional intersection, and new-location roadway improvement projects.

This engineering directive details the process for ranking and prioritizing road widening projects, new-location roadway concepts, and functional intersection projects based on an engineering perspective. As of the date of this amended directive, all projects currently approved in these program categories and all future program projects presented to the Commission for approval will abide by the following requirements.

SCDOT will maintain a statewide list of ranked widening and new-location roadway projects using criteria consistent with Section 57-1-370. The statewide list provides a uniform process for evaluating project priorities within each MPO and COG, as well as on a statewide basis. The statewide list is for informational purposes only and projects will compete only with others within each respective urban or rural region. MPOs and COGs have the discretion of using the statewide list to establish local priorities or they may use commission-approved criteria consistent with Section 57-1-370, in addition to other criteria that address local desires and/or concerns related to transportation improvements.

The statewide widening list will consider criteria in Section 57-1-370 in the following manner:

- ***Traffic Volume and Congestion (35%).*** Considered as a quantifiable criterion based on current traffic volumes and the associated level-of-service condition.
- ***Public Safety (15%).*** Considered as a quantifiable criterion based on collision data.
- ***Pavement Quality Index (PQI) (10%).*** Considered as a quantifiable criterion based on pavement condition assessments.
- ***Truck Traffic (10%).*** Considered as a quantifiable criterion based on current volume and average daily truck traffic estimates.

- ***Economic Development (10%).*** Considered as a quantifiable criterion based on an assessment of short-term, intermediate, and long-term development potential as a result of the proposed improvement.

- ***Environmental Impact (10%).*** Considered as a quantifiable criterion based on an assessment of potential impacts to natural, social, and cultural resources.

- ***Financial Viability (10%).*** Considered as a quantifiable criterion based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.

- ***Consistency with Local Land Use Plan (for consideration only).*** Considered independently of the ranking process. A determination of consistency will be made during the long-range plan development process.

- ***Alternative Transportation Solutions (for consideration only).*** Considered independently of the ranking process. Transit propensity is evaluated based on surrounding population and employment characteristics to support transit service as a potential alternative or in addition to a proposed improvement.

When considering a new-location roadway as a solution to capacity needs, the criteria in Section 57-1-370 will be considered in the following manner:

- ***Traffic volume and congestion (45%).*** Considered as a quantifiable criterion based on a comparison of network hours of delay between build and no-build scenarios.

- ***Economic Development (20%).*** Considered as a quantifiable criterion based on an assessment of short-term, intermediate, and long-term development potential as a result of the proposed improvement.

- ***Environmental Impact (15%).*** Considered as a quantifiable criterion based on an assessment of potential impacts to natural, social, and cultural resources.

- ***Financial Viability (20%).*** Considered as a quantifiable criterion based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.

- ***Alternative Transportation Solutions.*** Considered independently of ranking.

- ***Consistency with Local Land Use Plans.*** Considered independently of ranking.

The official designation of a new location option as the project solution will be determined in the alternatives analysis within the environmental process.

The MPO and COG intersection lists will consider criteria in Section 57-1-370 in the following manner:

- ***Traffic Volume (25%).*** Considered as a quantifiable criterion based on current traffic volumes.
- ***Truck Traffic (15%).*** Considered as a quantifiable criterion based on current volume and average daily truck traffic estimates.
- ***Public Safety (20%).*** Considered as a quantifiable criterion based on collision data.
- ***Economic Development (10%).*** Considered as a quantifiable criterion based on an assessment of short-term, intermediate, and long-term development potential as a result of the proposed improvement.
- ***Environmental Impact (10%).*** Considered as a quantifiable criterion based on an assessment of potential impacts to natural, social, and cultural resources.
- ***Traffic Status (20%).*** Considered as a quantifiable criterion based on an assessment of the intersection's functionality and operational characteristics.
- ***Financial Viability.*** Considered independently of ranking.
- ***Pavement Quality Index.*** Considered independently of ranking.
- ***Alternative Transportation Solutions.*** Considered independently of ranking.
- ***Consistency with Local Land Use Plans.*** Considered independently of ranking.

Using the above weighted criteria, an engineering ranking of projects will be developed for widening, functional intersection, and new-location improvement projects. The MPO/COG will then present to the Commission a recommendation for prioritizing projects for funding and inclusion into the STIP. The information used in the ranking process is dynamic and individual project ranking numbers may change over time.

Approved: [redacted]
Deputy Secretary for Engineering

Effective Date: 5/17/2010

Statewide Priority List of Rural and Urban Program Widenings

Route	Route Name	Length	County	Project Limits	Overall Score	Overall Statewide Rank	MPO/COG Rank
S-1240	Glenns Bay Rd	0.71	Horry	US17 to US 17 Bus.	3.83	1	GSATS-01
S-62	College Park	3.84	Berkeley	Near Crowfield Blvd. (S-1093) to US17 A	3.788	2	CHATS-01
S-107	Butler Road	1.81	Greenville	Mauldin HS to Bridges Rd	3.777	3	GPATS-01
SC 120	Alice Drive	1.90	Sumter	Wise Dr. to US 521	3.764	4	SUATS-01
US21	US HWY 21 BP	2.10	York	Fort Mill N. BP to SC 51	3.742	5	RFATS-01
S-347	Hudson Road	1.26	Greenville	Pelham Rd to Devenger Rd	3.696	6	GPATS-02
US176	US 176	0.63	Spartanburg	SPRINGFIELD RD. TO SC 56/US 176	3.642	7	SPATS-01
SC 160	Steele Rd.	2.30	Lancaster	S-157 to York County Line	3.628	8	CATAWBA COG-01
S-107	Butler Road	1.70	Greenville	Bridges Rd to Main Street (US 276)	3.598	9	GPATS-03
SC 14	SC 14	0.19	Greenville	Bethel Road to Five Forks Rd (SC 296)	3.589	10	GPATS-04
US 78	United State Hwy 78	7.90	Dorchester	Jedburg (S-58) to Berlin Myers Pkwy.	3.583	11	CHATS-02
US76	Dutch Fork Rd.	3.96	Richland	From Existing Five Lane Segement(NEAR SC 6) to Hilton (S-1403)	3.582	12	COATS-01
SC 165	Bacons Bridge Rd	6.42	Dorchester	Stallsville Loop (S-9) to Beech Hill Rd. (SC 61)	3.571	13	CHATS-03
SC 125	Atomic Road	3.18	Aiken	East Buena Vista Ave. to US 1/78 (Jefferson Davis Highway)	3.561	14	ARTS-01
SC 118	Hitchock Parkway	4.85	Aiken	US1 to SC 302	3.534	15	ARTS-02
S-34	Whitehall Rd.	5.36	Anderson	Pearman Dairy (SC 28) to Old Ashbury Rd. (S-103)	3.505	16	ANATS-01
US17	US17	2.80	Horry	8th Ave.N. to Sea Mtn Hwy. (SC 9) in NMB	3.491	17	GSATS-02
SC 642	Dorchester Rd.	10.91	Dorchester	Boone Hill Rd (US17 ALT) to Parlor Dr. (S-259)	3.475	18	CHATS-04
US17 BP	US17 BP	5.82	Horry	29th Ave. N Northwards to US17 Bus.	3.469	19	GSATS-03
SC 700	Maybank	4.74	Charleston	Bohicket to Stono Rd.	3.431	20	CHATS-05
US 123	US 123	2.15	Pickens	SC 93 to SC 153	3.399	21	GPATS-05
S-57	Bees Ferry	4.63	Charleston	US17 to SC 61	3.39	22	CHATS-06
S-31	Cannons Campground Rd.	3.18	Spartanburg	DRAYTON ROAD TO SOUTH OF I-85	3.386	23	SPATS-02
US17		5.38	Charleston	Isle of Palms Conn. (SC 517) to Lieben Rd. (S-1814)	3.381	24	CHATS-07
S-83	Hardscrabble Rd.	2.80	Richland	Farrow Rd. (SC 555) at I-77 to Clemson Rd.	3.368	25	COATS-02
US17	US17	9.28	Georgetown	Murrells Inlet to S. Causeway Rd.	3.344	26	GSATS-04
S-164	Batesville Road	1.25	Greenville	The Parkway to Pelham Rd	3.337	27	GPATS-06

US 521	Charlotte Hwy.	1.00	Lancaster	SC 160 to North Carolina State Line	3.324	28	CATAWBA COG-02
US17 Bus	US17 Bus	2.35	Horry	Harrelson Blvd. to 3rd Ave.. S.	3.31	29	GSATS-05
US501	US 501	29.50	Horry	Forest Brook Rd. and Conway	3.3	30	GSATS-06
US 123	US 123	2.15	Pickens	SC 93 to SC 8	3.299	31	GPATS-07
S-112	Ebenezer D.	3.7	Florence	Hoffmeyer Rd. (S-13) to W. Palmetto St. (US76)	3.284	32	FLATS-01
SC 41	State Hwy 41	1.98	Charleston	Joe Rouse Rd. (S-2057) to United States Hwy 17	3.281	33	CHATS-08
SC 9	Governor Williams Hwy.	11.00	Chesterfield	Pageland to Chesterfield	3.279	34	PD COG-01
S-547	Roper Mountain Road Ext	0.95	Greenville	Pelham Rd to Roper Mountain Rd	3.26	35	GPATS-08
SC 707	State Hwy 707	8.34	Horry	Murrell's Inlet to Enterprise Rd.	3.233	36	GSATS-07
S-28	Powdersville Road	3.30	Pickens	SC 153 to US 123	3.204	37	GPATS-09
SC 183	Farrs Bridge Road	3.19	Pickens	Groce Road to Hamburg Road	3.204	37	GPATS-09
SC 146	Woodruff Road	0.11	Greenville	Scuffletown Road to Bennetts Bridge (SC 296)	3.202	39	GPATS-11
S-548	Roper Mountain Road	2.34	Greenville	Roper Mtn Ext to Garlington Road	3.157	40	GPATS-12
US17BP	US17 BP	25.84	Horry	Airport to Murrell's Inlet	3.134	41	GSATS-08
S-48		2.09	Lexington	S-689 to S-81	3.122	42	COATS-03
S-73	Fish Hatchery Rd.	2.19	Lexington	S-103 to US 21	3.112	43	COATS-04
SC 602	Platt Springs Rd.	3.51	Lexington	S. Lake Dr. (SC 6) to Ramblin Rd. (S-103)	3.107	44	COATS-05
S-548	Roper Mountain Road	0.60	Greenville	Garlington Road to Feaster Road	3.107	44	GPATS-13
US701		12.39	Horry	US378 TO US17 (Conway to Georgetown)(Horry Co. mileposts)	3.035	46	GSATS-09
SC 302	Silver Bluff Rd	1.33	Aiken	RICHARDSON LAKE (S-81) to INDIAN CREEK TRAIL (S-1849)	2.991	47	ARTS-03
S-1121	SINGLETON RIDGE RD	1.72	Horry	Between US501 and SC 544	2.965	48	GSATS-10
US 178	US 178	0.28	Pickens	Edgemont Ave to Carolina Drive	2.948	49	GPATS-14
US29	United States Hwy 29	2.88	Anderson	US 76 / US 178 TO BROADWAY SCHOOL ROAD	2.927	50	ANATS-02
SC 763	Wise Dr.	0.33	Sumter	Loring Mill Rd. to Alice Dr.	2.905	51	SUATS-02
S-1060	W. Radio Dr.	0.82	Florence	Ebenezer Rd (S-112) to Dunbarton (S-1757)	2.904	52	FLATS-02
S- 402	Sheep Farm Road	1.02	Oconee	US 76/ 123 to Bountyland Road	2.85	53	APP COG-01
SC 19	Edgefield Hwy.	8.28	Aiken	JOHNSTON HWY (SC 191) TO RUTLAND DR (SC 118)	2.805	54	ARTS-04
S-1028	Harborview Road	2.03	Charleston	from SC 30 to Fort Johnson Road	2.796	55	CHATS-09
SC 125/Conn.	East Buena Vista	1.63	Aiken	US 1/78 (Jefferson Davis Highway) to West Ave.	2.776	56	ARTS-05
US 278		3.70	Hampton	From SC 68 to west of the Town of Varnville	2.752	57	LC COG-01

SC 101/290	N. Buncombe St./SC 101	0.60	Greenville	Wade Hampton (US 29) to Locust Hill (SC 290)	2.734	58	GPATS-15
S-564	Garlington Road	1.24	Greenville	Woodruff Rd to to Roper Mountain Rd	2.733	59	GPATS-16
SC 41	United States Hwy 41	22.85	Williamsburg	THURGOOD MARSHALL HWY (SC 527) TO FLORENCE CNTY LINE	2.732	60	WACCAMAW COG-01
SC 65	S. Ocean Blvd	0.75	Horry	THROUGH CRESENT BEACH FROM 17TH TO 28th AVE. S.	2.718	61	GSATS-11
SC 302	Edmund Hwy	4.56	Lexington	Scenic Rd (S-858) to SC 6/302 Intersection	2.712	62	COATS-06
S-564	Miller Road	2.19	Greenville	Woodruff Rd to Old Mill Rd	2.688	63	GPATS-17
S-541	West Georgia Road	1.17	Greenville	Rivereen Way to Fork Shoals Road	2.676	64	GPATS-18
S-541	West Georgia Road	0.98	Greenville	Neely Ferry Rd. to E. Standing Springs Rd.	2.673	65	GPATS-19
S-541	West Georgia Road	1.34	Greenville	E. Standing Springs to Rocky Creek Rd.	2.673	65	GPATS-19
SC 9	SC 9	7.32	Spartanburg	Rainbow Lake Road to Lake Bowen Dam	2.639	67	SPATS-03
SC 121	Johnston Hwy.	2.00	Saluda	US 178 to Saluda Nursing Home	2.638	68	US COG-01
US 521		3.28	Lancaster	SC 5 to SC 160	2.616	69	CATAWBA COG-03
US701	United States Hwy 701	13.98	Horry	GEORGETOWN CNTY LINE TO US501	2.61	70	WACCAMAW COG-02
US 29	US 29	4.67	Anderson	SC 8 to SC 20 Connector	2.593	71	APP COG-02
S-164	Batesville Road	1.44	Greenville	SC 14 to Anderson Ridge	2.585	72	GPATS-21
SC 302		6.57	Lexington	S-45 north to near S-73	2.581	73	CM COG-01
US25	Edgefield Rd.	7.11	Edgefield	S-429 to SC 19	2.559	74	US COG-02
SC 763	Wedgefield Road	2.34	Sumter	Deschamps Road (S-983) to Pinewood Road (SC 120)	2.52	75	SUATS-03
SC 905	SC 905	13.09	Horry	CONWAY TO SC22 (CONWAY BP)	2.516	76	GSATS-12
US 17		6.60	Jasper	SC 170 to Georgia State Line	2.509	77	LC COG-02
SC 183	Farrs Bridge Road	4.11	Pickens	Hamburg Road to SC 135	2.504	78	GPATS-22
US78	United States Hwy 78	3.00	Aiken	MONTMORENCI RD. (S-77) TO WAGENER RD. (SC 302 CONN)	2.468	79	ARTS-06
SC 126	Clearwater Rd	3.01	Aiken	MONTEREY AVE (S-957) TO US1	2.467	80	ARTS-07
S-84	3rd Avenue	1.09	Horry	US 501 to US 17 Bus	2.462	81	GSATS-13
S-499	Oak Grove Road	0.67	Spartanburg	S. Blackstock to US 296	2.445	82	SPATS-04
SC 153	SC 153	0.90	And./G'ville	I-85 to I-185	2.44	83	GPATS-23
S-408	Old Cherokee Rd.	1.93	Lexington	North Lake (SC 6) to St. Peters Church (S-204)	2.411	84	COATS-07
S-45	Five Notch Rd.	4.06	Aiken	KNOX AVE. (US25) TO EDGEFIELD CO. LINE	2.385	85	ARTS-08
US178	US HWY 178	1.47	Saluda	S. Main St. (SC 121) to State Hwy 39	2.342	86	US COG-03
US 521	Manning Road	1.06	Sumter	Lafayette Drive (US 15) to Guignard Parkway	2.31	87	SUATS-04

SC 56	Musgrove Rd.	1.10	Laurens	I-26 to SC 72	2.297	88	US COG-04
US 17 A		9.90	Berkeley	Cypress Garden Road (S-9) to Moncks Corner	2.279	89	BCD COG-01
S-43	Parris Bridge Road	3.53	Spartanburg	SC 9 to Old Furnace Road	2.269	90	SPATS-05
US 52	Governor Williams Hwy.	4.7	Chesterfield	Society Hill to Cash	2.246	91	PD COG-02
US 52	Governor Williams Hwy.	3.9	Chesterfield	Cash to US 1 (at Cheraw)	2.246	91	PD COG-03
SC 441	Patriot Parkway	7.96	Sumter	Loring Mill Road to Frierson Parkway	2.242	93	SUATS-05
US 1		5.87	Lexington	SC 23 (Leesburg Road) to S-24	2.23	94	CM COG-02
S-56	Old Furnance Rd.	3.23	Spartanburg	US 176 to SC 9	2.222	95	SPATS-06
S-25	Lewis Rd.	3.05	Sumter	McCray's Mill Rd. to US 15S	2.191	96	SUATS-06
S-64	Oak Grove Road	1.07	Spartanburg	BLACKSTOCK RD.(S-41) TO JOHN B.WHITE SR.BLVD.(SC 246)	2.166	97	SPATS-07
SC 4	Wagener Rd	1.99	Aiken	North Of Redd's Branch RD (S-218) To Wright's Mill RD (S-260)	2.146	98	ARTS-09
S- 81	Hyatt Road	1.29	Cherokee	I-85 to Old Post Road (S-61)	2.141	99	APP COG-03
SC 90	SC 90	12.86	Horry	US 501 TO SC 22	2.098	100	GSATS-14
SC 6		1.50	Lexington	Segment of SC 302 combined with SC 6	2.094	101	COATS-08
S-204	Loring Mill Rd	1.92	Sumter	US 76/378 to Wedgefield Rd	2.083	102	SUATS-07
S- 61	Old Post Road	1.00	Cherokee	Hyatt Street (S-81) to SC 11	2.075	103	APP COG-04
US78	US HWY 78	6.71	Bamberg	US 321 to US 301	2.0494	104	LOW SAV COG-01
US 52	Governor Williams Hwy.	1.9	Darlington	In Society Hill	2.046	105	PD COG-04
US 52	Governor Williams Hwy.	4.2	Darlington	Darlington to Dovesville (S-41)	2.046	105	PD COG-05
US 52	Governor Williams Hwy.	2.4	Darlington	Dovesville to Airport Rd (S-41 to S-545)	2.046	105	PD COG-06
US 52	Governor Williams Hwy.	2.7	Darlington	Airport to Society Hill (S-545 to US 15)	2.046	105	PD COG-07
US321	United States Hwy 321	1.25	Jasper	HARDEVILLE CITY LIMITS TO S-413	2.002	109	LC COG-03
SC 90	SC 90	9.16	Horry	SC 9 TO SC 22	1.998	110	GSATS-15
S-364	Frierson Rd.	1.23	Sumter	Sargent Rd. to US 521	1.99	111	SUATS-08
S-171	2nd Ave.	0.90	Horry	US 17 to SC 65 in NMB	1.981	112	GSATS-16
S-467	Celeste Ave.	1.37	Aiken	FIVE NOTCH RD. (S-45) TO US25	1.901	113	ARTS-10
US321	Savannah Hwy.	3.53	Lexington	near S-102 to SC 692 Intersection	1.895	114	CM COG-03
S-1342	Camden Hwy	3.60	Sumter	Queen Chapel Road (S-92) to US 521	1.89	115	SUATS-09
S-195	Mount Gallant Rd.	2.80	York	Twin Lakes Rd. to Museum Rd.	1.873	116	RFATS-02
S-21/221/36	Saluda Dam/Olive	0.70	Pickens	SC 8 to Prince Perry	1.828	118	GPATS-24

S-65	Pine Log Rd	4.90	Aiken	US 278 To Huber Clay RD (S-66)	1.806	119	ARTS-11
SC 14	State Hwy 14 / Church St.	1.80	Laurens	S- 686 to 4 Lane in Laurens City Limits(S-183)	1.687	127	US COG-05
US 176		14.95	Union	SC 215 to Newberry County Line	1.783	120	CATAWBA COG-04
S-42	Barberville Rd.	2.70	Lancaster	SC 160 TO NC State Line	1.781	121	CATAWBA COG-05
US25	United States Hwy 25	5.73	Edgefield	S-10 to SC 19	1.745	122	US COG-06
US 521		7.00	Kershaw	KERSHAW CO. LINE TO I-20	1.832	117	SLCOG-01
S-58	North Side Dr.	2.58	Greenwood	Dead Fall Rd. (S-97) to Montague Ave. (US25)	1.719	123	US COG-07
SC 692	East Fifth St./ Redmund Mill Rd.	3.66	Lexington	US 321 south to near S-164	1.715	124	CM COG-04
S-114	Stagecoach Rd.	3.05	Laurens	SC 252 to S-724	1.698	125	US COG-08
SC 252	Greenwood Ave.	2.06	Abbeville	to Erwin Mill Rd.	1.687	126	US COG-09
S-196	Twin Lakes Rd.	0.70	York	SC 274 to SC 161	1.667	128	RFATS-03
US 521		19.01	Lancaster	SC 903 to Kershaw Co. Line	1.663	129	CATAWBA COG-06
SC 72/121	Saluda St.	8.80	Chester	Chester Bypass to York Co. Line	1.625	130	CATAWBA COG-07
SC 121		7.76	Newberry	SC 34 to SC 395	1.605	131	CM COG-05
US378	United States Hwy 378	12.25	Horry	MARION CNTY LINE TO MAIN ST. (US 501BUS)	1.55	132	WACCAMA W COG-03
SC 261	State Hwy 261	29.19	Williamsburg	RAILROAD AVE. (S-400) TO GEORGETOWN CNTY LINE	1.508	133	WACCAMA W COG-04
S-26-236	LITTLE RIVER NECK RD	0.21	Horry	NMB	1.483	134	GSATS-17
SC-94	SC 94	1.23	Horry	(11th Ave. N.)	1.477	135	GSATS-18
US 521	Camden Hwy	7.05	Sumter	SUMTER TO KERSHAW CO. LINE	1.427	136	SLCOG-02
S-673	Mason Road	0.80	Sumter	US 521 (Camden Hwy) to Broad Street	1.39	137	SUATS-10
SC 261	Choppee Rd.	14.27	Georgetown	COUNTY LINE RD. (S-5) TO OLD PEE DEE RD. (S-36)	1.219	138	WACCAMA W COG-05
US701	Fraser St.	19.16	Georgetown	SOUTH OF GATOR ALY TO BROWNS FERRY RD. (SC 51)	1.192	139	WACCAMA W COG-06
US521	United States Hwy 521	31.15	Williamsburg	CLARENDON CNTY LINE TO GEORGETOWN CNTY LINE	1.126	140	WACCAMA W COG-07
SC 9	State Hwy 9	10.51	Horry	US76 TO LOG CABIN RD. (S-420)	1.062	141	WACCAMA W COG-08
S- (City road)	Salters Rd	0.42	Greenville	Sulfur Springs Rd to Verdae Blvd.	N/A	N/A	GPATS-N/A
S- (City road)	Salters Rd	0.30	Greenville	Millennium Pkwy. to Sulfur Springs Rd	N/A	N/A	GPATS-N/A
S-326	Forrester Drive	1.32	Greenville	Bi-Lo Drive to Millenuium Parkway	N/A	N/A	GPATS-N/A
S- (County Road)	Valley View Drive	0.86	Greenville	SC 14 to I-385 Frontage	N/A	N/A	GPATS-N/A
S-434/Local	Fairforest Way	1.65	Greenville	US 276 to Mauldin Road	N/A	N/A	GPATS-N/A
S-	Seaboard Street (City or Co. st.)	0.70	Horry	US 501 to 10th Ave. North	N/A	N/A	GSATS-N/A

S-208	5th Ave. South	1.00	Horry	SC 73 to S-325	N/A	N/A	GSATS-N/A
S-	River Oaks Drive	4.10	Horry	US 501 easterly to SC 31	N/A	N/A	GSATS-N/A
SC 41	Kingsburg Hwy	1.5	Florence	US 378 to S-99	N/A	N/A	PD COG-N/A
S-	Terry Road (County Road)	0.80	Sumter	Broad Street to Carter Street	N/A	N/A	SUATS-N/A

Note – N/A indicates project included in local long range plan but ranking score could not be calculated due to lack of data.

To be Updated based on May 2015 Commission Action

South Carolina Department of Transportation
Engineering Directive Memorandum

Number: 50

Primary Department: Maintenance

Referrals: South Carolina Code of Laws Sections 57-1-370 and 57-1-460

Subject: Non-Interstate Road Resurfacing Project Selection Process

Act 114 of 2007 established changes to the South Carolina Code of Laws, adding sections 57-1-370 and 57-1-460, which require South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides details of the engineering ranking process for non-interstate road resurfacing, using the criteria approved by the SCDOT Commission at its July 18, 2007 meeting. The engineering ranking of projects may be considered by the Commission in developing a project priority list. This engineering directive details the process for ranking non-interstate resurfacing needs based on an engineering perspective.

SCDOT has approximately 40,600 centerline miles of non-interstate roads. Due to funding sources and restrictions, these roads are ranked in two distinct categories: federal aid-eligible roads (on-system) and roads not eligible for federal funds (off-system). On-system roads will be ranked on a countywide basis, with funding being distributed on an equitable basis considering the county's needs and daily vehicle miles traveled (DVMT). Off-system roads will be ranked on a countywide basis, with 75 percent of the available funding being distributed equitably based on the county's lane miles and DVMT. The remaining 25 percent of the funding will be distributed based on the county's needs.

The following commission-approved criteria, with weightings as determined by engineering staff, will be used when establishing the engineering ranking for road resurfacing projects:

- ***Pavement condition*** – Pavement condition is determined by evaluating the pavement quality index (PQI), international roughness index (IRI), and the percentage of pavement that has been patched.
- ***Average daily traffic (ADT)*** – ADT is the average traffic volume per day, including trucks.
- ***Average daily truck traffic (ADTT)*** – ADTT is the percentage of ADT that is truck traffic, converted to truck volume.
- ***Pavement maintenance costs*** – This is the currently estimated cost for maintenance needs per mile of roadway.

- ***Location and significance to the community/local businesses*** – This is a measure of a road's overall functional value to the local area, provided by the engineering district.

The first three criteria (pavement condition, ADT, and ADTT) will be weighted and entered into a ranking formula that will provide a score. Based on the result of this ranking score, road sections will be qualified as candidates for selection for a resurfacing program. Once eligible candidates are identified, district or county engineers will use the remaining two criteria (pavement maintenance cost and local significance) for final selection for a resurfacing program. Other factors such as constructability, pavement treatment, grouping of roads, cost estimates, etc. may play a factor in the final selection. Engineering will then develop and present a recommended statewide resurfacing program for each category (federal aid and non-federal aid) to the commission for approval.

Approved: [redacted]
Deputy Secretary for Engineering

Effective Date: 2/14/2011

Representative Sample

State Owned Primary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	US	385	SPR	N	42.46	42.65	0.19	BIT	45800	2.54	7.5	2.13
Greenville	US	385	SPR	N	42.16	42.46	0.3	BIT	45800	2.31	7.5	0.00
Greenville	US	385	SPR	S	42.53	42.65	0.12	BIT	43100	2.16	7.5	0.00
Greenville	SC	291		N	8.38	8.57	0.19	BIT	35789	2.81	7.5	0.26
Greenville	US	29		N	10	13	3	BIT	33700	1.11	7.5	0.23
Greenville	US	276		E	37.68	38.63	0.95	BIT	33000	2.29	7.5	0.74
Greenville	SC	291		N	5.83	7.14	1.31	BIT	32941	2.97	7.5	0.49
Greenville	US	29		N	13	13.21	0.21	BIT	32157	1.35	7.5	0.38
Greenville	US	29		N	13.21	13.4	0.19	BIT	31900	1.29	7.5	0.00
Greenville	US	29		N	13.4	15.7	2.3	BIT	30849	2.54	7.5	0.01
Greenville	US	25		N	23.15	26.15	3	BIT	30772	2.37	7.5	0.36
Greenville	SC	291		N	11.04	11.2	0.16	BIT	30300	3.1	7.5	0.00
Greenville	SC	291		N	11.2	11.4	0.2	BIT	30300	2.18	7.5	0.00
Greenville	US	25		N	26.15	27.51	1.36	BIT	30100	2.43	7.5	0.33
Greenville	SC	146		E	3.61	6.61	3	BIT	29212	2.55	7.5	0.14
Greenville	SC	291		N	8.57	11.04	2.47	BIT	28549	3	7.5	0.02
Greenville	US	276		E	38.63	40.23	1.6	BIT	28133	2.48	7.5	0.62
Greenville	US	29		N	15.7	17.74	2.04	BIT	28000	2.99	7.5	0.00
Greenville	US	29		N	17.74	18.017	0.277	BIT	28000	2.86	7.5	0.00
Greenville	US	29		N	18.017	18.76	0.743	BIT	28000	2.39	7.5	0.00
Greenville	SC	14		W	16.57	19.57	3	BIT	27900	2.22	7.5	0.06
Greenville	US	25		N	27.51	28.71	1.2	BIT	26533	2.7	7.5	0.12
Greenville	US	25		N	28.71	29.5	0.79	BIT	26100	3.13	7.5	0.02
Greenville	US	276		E	40.23	43.23	3	BIT	25946	2.15	7.5	0.07
Greenville	US	29		N	7	10	3	BIT	25405	1.24	7.5	0.41
Greenville	US	276		E	31.68	34.68	3	BIT	24963	2.12	7.5	0.15
Greenville	US	29		N	4.9	5.2	0.3	BIT	24883	2.54	7.5	0.03
Greenville	US	276		E	29.9	31.68	1.78	BIT	23558	1.58	7.5	0.08
Greenville	SC	253		N	4.39	5.31	0.92	BIT	23430	2.56	7.5	0.00
Greenville	US	123		N	5.08	5.22	0.14	CON	23000	2.57	7.5	182.75
Greenville	SC	291		N	3	5.53	2.53	BIT	22855	2.56	7.5	0.17
Greenville	SC	291		N	0	3	3	BIT	22787	2.42	7.5	0.08
Greenville	US	276		E	34.68	37.68	3	BIT	22728	2.45	7.5	0.14

State Owned Primary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	US	29		N	5.9	7	1.1	BIT	22487	2.13	7.5	0.17
Greenville	US	276		E	26.48	26.9	0.42	BIT	21600	1.93	7.5	0.31
Greenville	US	123		N	0	0.2	0.2	BIT	21400	2.55	7.5	0.00
Greenville	US	123		N	2.3	2.5	0.2	BIT	21400	1.55	7.5	0.00
Greenville	US	123		N	0.2	0.4	0.2	BIT	21400	1.19	7.5	3.00
Greenville	US	123		N	0.4	0.8	0.4	BIT	21400	0.62	7.5	0.00
Greenville	US	123		N	0.8	2.3	1.5	BIT	21400	0.25	7.5	0.08
Greenville	US	29		N	4	4.9	0.9	BIT	21300	1.46	7.5	1.39
Greenville	US	25		N	36.12	38.29	2.17	BIT	21221	2.56	7.5	0.11
Greenville	US	276		E	26.9	29.9	3	BIT	20835	1.11	7.5	0.30
Greenville	SC	253		N	0	2.4	2.4	BIT	20788	2.52	7.5	0.14
Greenville	US	123		S	0	0.05	0.05	BIT	20700	0	7.5	0.00
Greenville	US	123		N	2.5	2.8	0.3	BIT	20533	2.68	7.5	0.00
Greenville	US	276		E	43.23	43.9	0.67	BIT	20400	1.46	10	0.13
Greenville	SC	146		E	2	3.37	1.37	BIT	20133	2.4	7.5	0.14
Greenville	US	25		N	21	21.18	0.18	BIT	19800	2.53	7.5	1.03
Greenville	US	25		N	18	21	3	BIT	19800	2.45	7.5	0.45
Greenville	US	123		N	5.22	6.51	1.29	BIT	19800	2.14	7.5	1.66
Greenville	US	29	CO1	N	0	0.12	0.12	BIT	19600	1.55	7.5	0.00
Greenville	US	123		N	2.8	5.08	2.28	BIT	19205	3.03	7.5	0.07
Greenville	SC	146		E	10.8	11.58	0.78	BIT	18500	3	10	0.00
Greenville	SC	146		E	9.61	10.8	1.19	BIT	18500	2.9	10	0.00
Greenville	SC	146		E	6.61	9.61	3	BIT	18500	2.85	10	3.95
Greenville	SC	183		N	3	6	3	BIT	18400	2.5	7.5	0.16
Greenville	US	25		N	15	18	3	BIT	17564	1.95	10	0.95
Greenville	SC	20		E	13.48	14.58	1.1	BIT	17100	2.34	7.5	0.02
Greenville	SC	14		W	4.6	6.8	2.2	BIT	16500	2.1	7.5	0.58
Greenville	SC	14		W	6.8	7.3	0.5	BIT	15728	2.67	7.5	0.06
Greenville	SC	183		N	6	7.29	1.29	BIT	15713	2.68	7.5	0.13
Greenville	SC	290		W	5.75	8.59	2.84	BIT	15500	2.7	7.5	0.03
Greenville	US	25		N	33.59	35.075	1.485	BIT	15200	2.92	7.5	0.74
Greenville	US	25		N	35.075	36.12	1.045	BIT	15200	2.25	7.5	2.95
Greenville	US	25		N	38.29	41.29	3	BIT	15200	2.17	10	1.45

State Owned Primary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	SC	290		W	2.75	5.75	3	BIT	15142	2.6	7.5	0.00
Greenville	US	25		N	12	15	3	BIT	14600	2.48	10	0.31
Greenville	SC	417		N	0	2.53	2.53	BIT	14217	1.97	7.5	1.11
Greenville	US	25		N	41.29	44.29	3	BIT	13987	2.22	10	0.04
Greenville	US	276		E	22.9	23.6	0.7	BIT	13800	2.97	7.5	0.00
Greenville	US	276		E	23.6	26.1	2.5	BIT	13800	2.92	7.5	0.00
Greenville	US	276		E	26.1	26.14	0.04	BIT	13800	2.56	7.5	0.00
Greenville	SC	183	MLC	N	0	0.6	0.6	BIT	13500	2.2	7.5	0.18
Greenville	SC	183	MLC	N	0.6	0.7	0.1	BIT	13500	2.15	7.5	0.60
Greenville	US	276		W	25.95	26.14	0.19	BIT	13300	2.68	7.5	0.10
Greenville	SC	14		W	10.3	13.3	3	BIT	13189	3.03	7.5	0.09
Greenville	US	123		S	0.13	2	1.87	BIT	13000	1.14	7.5	0.42
Greenville	SC	14		W	13.3	15.3	2	BIT	12700	3.01	7.5	0.10
Greenville	SC	146		E	0	2	2	BIT	12600	2.84	7.5	0.00
Greenville	SC	253		N	2.4	4.39	1.99	BIT	12500	2.11	7.5	0.17
Greenville	SC	20		E	9.5	11.14	1.64	BIT	12266	2.71	7.5	0.01
Greenville	SC	183		N	0	3	3	BIT	11829	2.5	7.5	0.02
Greenville	US	25		N	44.29	47.29	3	BIT	11732	2.18	10	0.29
Greenville	SC	20		E	11.14	11.82	0.68	CON	11400	3.01	7.5	0.63
Greenville	US	25		N	53.29	53.89	0.6	BIT	11300	1.95	10	0.03
Greenville	US	25		N	50.29	53.29	3	BIT	11300	1.72	10	0.03
Greenville	US	25		N	47.29	50.29	3	BIT	11300	1.6	10	0.04
Greenville	SC	14		W	21.24	22.37	1.13	BIT	11100	2.28	7.5	1.20
Greenville	SC	14		W	3.35	4.6	1.25	BIT	10844	2.08	7.5	0.28
Greenville	SC	14		W	19.57	20.7	1.13	BIT	10803	2.49	7.5	0.06
Greenville	US	25		N	9	12	3	BIT	10514	2.45	10	0.22
Greenville	SC	101		N	2.24	5.24	3	BIT	10274	2.35	10	0.10
Greenville	SC	81		N	0	3	3	BIT	10258	2.26	7.5	0.57
Greenville	SC	101		N	0	1.99	1.99	BIT	10100	2.13	7.5	0.08
Greenville	SC	417		N	4.02	7.02	3	BIT	10048	2.46	7.5	4.19
Greenville	SC	20		E	11.82	12.4	0.58	BIT	9848	2.47	7.5	0.00
Greenville	SC	124		E	0	3	3	BIT	9784	2.42	7.5	0.12
Greenville	SC	14		W	0.35	3.35	3	BIT	9770	2.43	7.5	0.16

State Owned Primary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	US	25		N	3	6	3	BIT	9200	2.58	10	0.20
Greenville	US	25		N	6	9	3	BIT	9200	2.46	10	0.21
Greenville	US	25		N	0	3	3	BIT	9200	2.18	10	0.71
Greenville	SC	418		E	11.3	11.5	0.2	BIT	9000	2.84	10	0.00
Greenville	SC	418		E	11.5	13.18	1.68	BIT	8586	2.78	7.5	0.10
Greenville	SC	8		E	0	3	3	BIT	8500	2.83	10	0.08
Greenville	SC	8		E	3	3.76	0.76	BIT	8500	2.81	10	0.00
Greenville	SC	81		N	3	4.08	1.08	BIT	8300	2.17	7.5	0.06
Greenville	US	29	CO2	N	0	0.25	0.25	BIT	8100	1.96	7.5	0.00
Greenville	SC	14		W	23.45	23.86	0.41	BIT	7800	2.98	7.5	0.00
Greenville	SC	418		E	0.9	1.9	1	BIT	7800	2.59	10	0.00
Greenville	SC	418		E	7.8	8.6	0.8	BIT	7800	2.33	10	0.08
Greenville	SC	14		W	25.71	28.71	3	BIT	7800	2.25	10	0.04
Greenville	SC	418		E	0	0.4	0.4	BIT	7800	2.14	10	0.00
Greenville	SC	418		E	4.9	7.8	2.9	BIT	7800	1.68	10	0.00
Greenville	SC	418		E	8.6	9.9	1.3	BIT	7800	1.64	10	0.02
Greenville	SC	418		E	1.9	4.9	3	BIT	7800	0.91	10	0.02
Greenville	SC	418		E	0.4	0.9	0.5	BIT	7800	0.78	10	0.10
Greenville	SC	80		E	0	0.64	0.64	BIT	7700	3.03	10	0.00
Greenville	SC	124		E	3	4.21	1.21	BIT	7686	2.4	7.5	0.06
Greenville	SC	418		E	9.9	11.3	1.4	BIT	7449	2.25	10	0.01
Greenville	SC	253		N	12.89	13.79	0.9	BIT	6923	2.52	10	0.00
Greenville	SC	253		N	9.89	12.89	3	BIT	6900	2.56	10	0.02
Greenville	SC	253		N	6.89	9.89	3	BIT	6900	2.21	7.5	0.10
Greenville	SC	20		E	12.4	12.8	0.4	CON	6400	2.42	7.5	0.00
Greenville	SC	20		E	12.8	13.48	0.68	CON	6400	2.21	7.5	131.62
Greenville	US	25	CON	N	0	0.36	0.36	CON	6300	2.84	7.5	38.33
Greenville	US	25	CON	N	0.36	1.1	0.74	BIT	6300	2.47	7.5	0.05
Greenville	SC	20		E	6.5	9.5	3	BIT	6266	3.01	10	0.03
Greenville	US	176		E	0	0.87	0.87	BIT	6200	2.27	10	0.00
Greenville	SC	296		E	2.44	4.64	2.2	BIT	6000	2.7	10	0.00
Greenville	SC	101		N	8.24	11.24	3	BIT	5800	2.65	10	0.00
Greenville	SC	101		N	5.24	8.24	3	BIT	5800	2.62	10	0.00

State Owned Primary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	SC	296		E	0	1.74	1.74	BIT	5800	2.46	10	0.01
Greenville	US	276		E	21.8	22.9	1.1	BIT	5324	2.11	10	0.21
Greenville	SC	101		N	11.24	14.24	3	BIT	5263	2.67	10	0.02
Greenville	SC	14		W	28.71	31.71	3	BIT	5014	2.88	10	1.00
Greenville	SC	14		W	0	0.35	0.35	BOC	4900	2.53	7.5	0.01
Greenville	SC	290		W	8.74	11.74	3	BIT	4700	2.85	10	0.00
Greenville	SC	290		W	11.74	14.12	2.38	BIT	4700	2.51	10	0.00
Greenville	SC	20		E	0	3	3	BIT	4700	2.42	10	0.07
Greenville	SC	20		E	6	6.5	0.5	BIT	4700	2.39	7.5	0.00
Greenville	SC	20		E	3	6	3	BIT	4700	2.28	7.5	0.00
Greenville	SC	253		N	13.79	14.45	0.66	BIT	4115	2.16	10	0.00
Greenville	SC	417		N	7.02	10.02	3	BIT	3900	2.81	10	1.43
Greenville	SC	417		N	10.02	10.04	0.02	BIT	3900	2.53	10	0.00
Greenville	US	25		S	41.62	41.94	0.32	BIT	3725	3.18	10	0.00
Greenville	US	25		S	45.58	45.89	0.31	BIT	3725	3.18	10	0.00
Greenville	US	25		S	42.58	45.58	3	BIT	3725	3.15	10	0.00
Greenville	US	276		W	35.95	36.022	0.072	BIT	3725	3.13	10	0.00
Greenville	US	25		S	50.04	53.04	3	BIT	3725	3.09	10	0.00
Greenville	US	25		S	53.04	53.89	0.85	BIT	3725	3.09	10	0.00
Greenville	US	29		S	5.67	6.271	0.601	BIT	3725	2.95	10	0.00
Greenville	US	276		W	28.98	29.29	0.31	BIT	3725	2.95	10	0.00
Greenville	US	25		S	36.12	36.2	0.08	BIT	3725	2.94	10	0.80
Greenville	US	25		S	46.25	46.88	0.63	BIT	3725	2.94	10	0.00
Greenville	US	29		S	5.271	5.49	0.219	BIT	3725	2.81	10	0.00
Greenville	US	29		S	4.95	5.271	0.321	BIT	3725	2.78	10	0.00
Greenville	US	276		W	44.276	44.47	0.194	BIT	3725	2.58	10	0.05
Greenville	US	25		S	35.8	36.12	0.32	BIT	3725	2.48	10	4.69
Greenville	US	29		S	6.271	6.36	0.089	BIT	3725	2.43	10	0.00
Greenville	US	25		S	26.99	27.15	0.16	BIT	3725	2.38	10	0.00
Greenville	US	123		S	5	5.64	0.64	BIT	3725	2.33	10	0.32
Greenville	US	123		S	5.82	5.9	0.08	BIT	3725	2.2	10	0.00
Greenville	US	276		W	28.828	28.98	0.152	BIT	3725	1.98	10	0.09
Greenville	US	276		W	44.17	44.276	0.106	BIT	3725	1.93	10	0.76

State Owned Primary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	US	276		W	36.022	36.08	0.058	BIT	3725	1.81	10	0.00
Greenville	US	276		W	42.27	43.77	1.5	BIT	3725	1.38	10	0.07
Greenville	US	25		S	21.09	21.18	0.09	BIT	3725	1.35	10	0.00
Greenville	US	123		S	5.9	5.96	0.06	BIT	3725	1.05	10	0.00
Greenville	US	276		W	43.77	44.17	0.4	BIT	3725	0.9	10	2.35
Greenville	US	276		W	26.48	28.828	2.348	BIT	3725	0.61	10	0.14
Greenville	US	29		S	13.81	13.9	0.09	BIT	3725	0	10	0.00
Greenville	US	29		S	15.24	16.3	1.06	BIT	3725	0	10	0.00
Greenville	SC	14		W	31.71	34.71	3	BIT	3600	3	10	0.00
Greenville	SC	14		W	34.71	37.5	2.79	BIT	3600	2.86	10	0.01
Greenville	SC	247		N	0	3	3	BIT	3500	2.6	10	0.00
Greenville	SC	247		N	3.1	5.75	2.65	BIT	3500	2.56	10	0.00
Greenville	SC	247		N	3	3.1	0.1	BIT	3500	2.44	10	0.00
Greenville	SC	153		N	0	0.6	0.6	BIT	3335	2.99	10	0.00
Greenville	SC	11		N	5.57	8.57	3	BIT	3300	2.55	10	5.94
Greenville	SC	253		N	17.45	19.64	2.19	BIT	2800	2.55	10	0.06
Greenville	SC	253		N	14.45	17.45	3	BIT	2800	2.54	10	0.03
Greenville	US	276		E	17.6	18.1	0.5	BIT	2700	2.34	10	0.00
Greenville	US	276		E	17.15	17.6	0.45	BIT	2700	2.24	10	0.74
Greenville	US	276		E	18.15	18.8	0.65	BIT	2700	2.22	10	0.03
Greenville	US	276		E	17.1	17.15	0.05	BIT	2700	2.16	10	6.70
Greenville	US	276		E	18.8	21.8	3	BIT	2700	2.07	10	0.21
Greenville	US	276		E	18.1	18.15	0.05	BIT	2700	1.75	10	0.00
Greenville	SC	11		N	8.57	11.57	3	BIT	2695	2.28	10	1.44
Greenville	SC	414		E	4.83	7.83	3	BIT	2300	2.93	10	0.92
Greenville	SC	414		E	7.83	10.83	3	BIT	2300	2.8	10	0.01
Greenville	SC	414		E	10.83	12.21	1.38	BIT	2300	2.74	10	0.04
Greenville	US	76		E	3.05	3.19	0.14	BIT	2300	1.39	10	0.00
Greenville	SC	11		N	0	0.05	0.05	BIT	2200	2.94	10	0.00
Greenville	SC	11		N	11.57	14.57	3	BIT	2200	2.92	10	0.35
Greenville	US	76		E	0	1.95	1.95	BIT	2200	2.89	10	0.01
Greenville	SC	11		N	23.57	24.47	0.9	BIT	2200	2.54	10	0.00
Greenville	SC	11		N	17.57	20.57	3	BIT	2200	2.51	10	0.03

Representative Sample

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	273		N	3	3.19	0.19	BIT	27436	2.4	7.5	0.23
Greenville	S	273		N	3.19	3.67	0.48	BIT	27436	2.4	7.5	0.23
Greenville	S	273		N		0.2	0.2	BIT	25218	2.3	7.5	0.07
Greenville	S	273		N	0.2	0.77	0.57	BIT	25218	2.3	7.5	0.07
Greenville	S	273		N	0.77	2	1.23	BIT	25218	2.3	7.5	0.07
Greenville	S	273		N	2	2.88	0.88	BIT	25218	2.3	7.5	0.07
Greenville	S	273		N	2.88	3	0.12	BIT	25218	2.3	7.5	0.07
Greenville	S	107		N	9.08	9.28	0.2	BIT	23800	2.27	7.5	0.02
Greenville	S	107		N	6.08	6.37	0.29	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	6.37	6.96	0.59	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	6.96	7.17	0.21	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	7.17	7.3	0.13	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	7.3	7.79	0.49	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	7.79	8.13	0.34	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	8.13	9.01	0.88	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	9.01	9.08	0.07	BIT	23790	2.6	7.5	0.08
Greenville	S	107		N	4.92	4.99	0.07	BIT	23700	3.17	7.5	0.00
Greenville	S	107		N	4.99	5.2	0.21	BIT	23700	3.17	7.5	0.00
Greenville	S	107		N	5.2	5.39	0.19	BIT	23700	3.17	7.5	0.00
Greenville	S	107		N	5.39	5.401	0.011	BIT	23700	3.17	7.5	0.00
Greenville	S	107		N	5.401	5.88	0.479	BIT	23700	3.17	7.5	0.00
Greenville	S	107		N	5.88	6.08	0.2	BIT	23700	3.17	7.5	0.00
Greenville	S	107		N	4.8	4.92	0.12	BIT	23700	2.88	7.5	0.00
Greenville	S	492		E	5.1	5.32	0.22	BIT	23208	2.09	7.5	0.06
Greenville	S	492		E	5.32	5.54	0.22	BIT	23208	2.09	7.5	0.06
Greenville	S	492		E	5.54	5.72	0.18	BIT	23208	2.09	7.5	0.06
Greenville	S	492		E	5.72	6.12	0.4	BIT	23208	2.09	7.5	0.06
Greenville	S	492		E	6.12	6.16	0.04	BIT	23208	2.09	7.5	0.06
Greenville	S	136		E	2.1	2.77	0.67	BIT	21235	2.34	10	0.08
Greenville	S	136		E	2.77	3.92	1.15	BIT	21235	2.34	10	0.08
Greenville	S	136		E	3.92	4.06	0.14	BIT	21235	2.34	10	0.08

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	201		N	1.3	1.35	0.05	BIT	20600	2.1	7.5	0.20
Greenville	S	201		N	1.35	1.39	0.04	BIT	20600	2.1	7.5	0.20
Greenville	S	201		N	2.79	2.89	0.1	BIT	20516	1.88	7.5	0.14
Greenville	S	201		N	2.89	3.04	0.15	BIT	20516	1.88	7.5	0.14
Greenville	S	201		N	3.04	3.3	0.26	BIT	20516	1.88	7.5	0.14
Greenville	S	201		N	3.3	3.48	0.18	BIT	20500	2.08	7.5	0.00
Greenville	S	492		E		1.04	1.04	BIT	20180	2.67	7.5	0.13
Greenville	S	492		E	1.04	1.622	0.582	BIT	20180	2.67	7.5	0.13
Greenville	S	492		E	1.622	3	1.378	BIT	20180	2.67	7.5	0.13
Greenville	S	492		E	7.17	7.2	0.03	BIT	20100	1.88	7.5	0.00
Greenville	S	492		E	7.2	7.4	0.2	BIT	20100	1.88	7.5	0.00
Greenville	S	492		E	7.4	7.55	0.15	BIT	20100	1.88	7.5	0.00
Greenville	S	492		E	3	5.1	2.1	BIT	19800	2.45	7.5	0.08
Greenville	S	107		N	3	3.03	0.03	BIT	19735	2.14	7.5	0.32
Greenville	S	107		N	3.03	4.18	1.15	BIT	19735	2.14	7.5	0.32
Greenville	S	107		N	4.18	4.8	0.62	BIT	19735	2.14	7.5	0.32
Greenville	S	183		N	1.8	1.94	0.14	BIT	19600	2.97	10	0.00
Greenville	S	136		E	1.6	2.1	0.5	BIT	18800	2.53	10	0.16
Greenville	S	1025		N		0.96	0.96	BIT	18600	2.19	10	0.08
Greenville	S	107		N		0.66	0.66	BIT	17646	2.32	7.5	0.26
Greenville	S	107		N	0.66	0.99	0.33	BIT	17646	2.32	7.5	0.26
Greenville	S	107		N	0.99	1.23	0.24	BIT	17646	2.32	7.5	0.26
Greenville	S	107		N	1.23	1.99	0.76	BIT	17646	2.32	7.5	0.26
Greenville	S	107		N	1.99	2.26	0.27	BIT	17646	2.32	7.5	0.26
Greenville	S	107		N	2.26	2.86	0.6	BIT	17646	2.32	7.5	0.26
Greenville	S	107		N	2.86	2.93	0.07	BIT	17646	2.32	7.5	0.26
Greenville	S	107		N	2.93	3	0.07	BIT	17646	2.32	7.5	0.26
Greenville	S	94		E	3.9	3.98	0.08	BIT	17361	2.19	7.5	0.13
Greenville	S	94		E	3.98	6.14	2.16	BIT	17361	2.19	7.5	0.13
Greenville	S	94		E	6.14	6.53	0.39	BIT	17361	2.19	7.5	0.13
Greenville	S	94		E	6.53	6.9	0.37	BIT	17361	2.19	7.5	0.13

State Owned Primary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	SC	11		N	14.57	17.57	3	BIT	2200	2.5	10	0.09
Greenville	SC	11		N	20.57	23.57	3	BIT	2200	2.5	10	0.00
Greenville	SC	288		E	3	5.26	2.26	BIT	2100	2.56	10	0.00
Greenville	SC	288		E	0	3	3	BIT	2100	2.46	10	0.02
Greenville	US	276		E	15	17.1	2.1	BIT	2039	2.17	10	6.48
Greenville	SC	414		E	3	4.77	1.77	BIT	1900	2.83	10	0.02
Greenville	SC	414		E	0	3	3	BIT	1900	2.8	10	0.01
Greenville	SC	291		S	0	1.24	1.24	BIT	1635	2.64	10	0.01
Greenville	SC	20		W	11.34	11.41	0.07	BIT	1635	0	10	0.00
Greenville	SC	20		W	13.51	13.81	0.3	BIT	1635	0	10	0.00
Greenville	SC	124		W	3.59	3.72	0.13	BIT	1635	0	10	0.00
Greenville	SC	186		E	3	4.36	1.36	BIT	1250	2.76	10	0.03
Greenville	SC	186		E	0	3	3	BIT	1250	2.63	10	0.01
Greenville	US	29	SPR	N	0	0.2	0.2	BIT	1250	2.2	7.5	0.00
Greenville	SC	414		E	12.27	15.27	3	BIT	1050	2.69	10	0.00
Greenville	SC	414		E	15.27	17.26	1.99	BIT	1050	2.66	10	0.01
Greenville	US	276		E	10.1	12	1.9	BIT	850	2.56	10	0.08
Greenville	US	276		E	2.99	3.1	0.11	BIT	850	2.54	10	0.00
Greenville	US	276		E	0	2.99	2.99	BIT	850	2.33	10	0.00
Greenville	US	276		E	9.7	10.1	0.4	BIT	850	2.26	10	0.00
Greenville	US	276		E	3.1	3.7	0.6	BIT	850	2.18	10	0.02
Greenville	US	276		E	6.7	9.7	3	BIT	850	2.17	10	0.01
Greenville	US	276		E	12	15	3	BIT	850	2.08	10	0.23
Greenville	US	276		E	3.7	6.7	3	BIT	850	2.03	10	0.04
Greenville	SC	101		N	14.24	16.53	2.29	BIT	600	2.54	10	0.27
Greenville	SC	8		E	43.62	43.93	0.31	BIT	375	2.87	10	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	201		N		0.88	0.88	BIT	16763	2.47	7.5	0.12
Greenville	S	201		N	0.88	1.29	0.41	BIT	16763	2.47	7.5	0.12
Greenville	S	201		N	1.29	1.3	0.01	BIT	16763	2.47	7.5	0.12
Greenville	S	149		N	2.8	3.16	0.36	BIT	16693	2.29	7.5	0.11
Greenville	S	149		N	3.16	3.33	0.17	BIT	16693	2.29	7.5	0.11
Greenville	S	149		N	3.33	5.6	2.27	BIT	16693	2.29	7.5	0.11
Greenville	S	55		N	9	9.24	0.24	BIT	16300	2.58	10	0.00
Greenville	S	94		E	6.9	7.89	0.99	BIT	16300	2.39	7.5	0.12
Greenville	S	94		E	7.89	8.28	0.39	BIT	16300	2.39	7.5	0.12
Greenville	S	149		N		0.2	0.2	BIT	15363	2.52	7.5	0.43
Greenville	S	149		N	0.2	0.43	0.23	BIT	15363	2.52	7.5	0.43
Greenville	S	149		N	0.43	2.03	1.6	BIT	15363	2.52	7.5	0.43
Greenville	S	149		N	2.03	2.15	0.12	BIT	15363	2.52	7.5	0.43
Greenville	S	149		N	2.15	2.57	0.42	BIT	15363	2.52	7.5	0.43
Greenville	S	149		N	2.57	2.8	0.23	BIT	15363	2.52	7.5	0.43
Greenville	S	200		E		0.25	0.25	BIT	15000	3.02	7.5	0.72
Greenville	S	312		E		1.5	1.5	BIT	14900	3.05	10	0.07
Greenville	S	312		E	1.5	1.8	0.3	BIT	14900	2.62	10	0.83
Greenville	S	312		E	2.25	2.34	0.09	BIT	14900	1.83	10	0.00
Greenville	S	312		E	1.8	2.25	0.45	BIT	14900	0.46	10	0.42
Greenville	S	347		N		0.41	0.41	BIT	14500	2.37	10	0.00
Greenville	S	272		E	1.3	1.77	0.47	BIT	14200	3	10	0.09
Greenville	S	272		E	1.77	2.1	0.33	BIT	14200	2.65	10	0.00
Greenville	S	272		E	2.1	4.1	2	BIT	14200	2.39	10	0.10
Greenville	S	272		E	4.1	5.01	0.91	BIT	14200	2.39	10	0.10
Greenville	S	272		E	5.01	5.1	0.09	BIT	14200	2.39	10	0.10
Greenville	S	448		E		0.5	0.5	BIT	13800	3.04	10	0.06
Greenville	S	448		E	0.5	0.63	0.13	BIT	13800	2.22	10	0.20
Greenville	S	448		E	0.63	1.6	0.97	BIT	13800	2.22	10	0.20
Greenville	S	75		N	1.59	1.62	0.03	BIT	13500	0	5	0.00
Greenville	S	55		N	6	7.97	1.97	BIT	13100	3.1	10	0.05

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	55		N	7.97	8.9	0.93	BIT	13100	3.1	10	0.05
Greenville	S	55		N	8.9	9	0.1	BIT	13100	3.1	10	0.05
Greenville	S	1164		E		1.96	1.96	BIT	12917	2.15	10	0.05
Greenville	S	453		N	3.98	4.12	0.14	BIT	12900	3.16	10	0.00
Greenville	S	453		N	4.12	4.2	0.08	BIT	12900	3.16	10	0.00
Greenville	S	453		N	4.2	4.93	0.73	BIT	12900	3.14	10	0.00
Greenville	S	453		N	1.2	1.61	0.41	BIT	12900	2.92	10	0.34
Greenville	S	453		N	1.61	2.2	0.59	BIT	12900	2.92	10	0.34
Greenville	S	453		N	2.2	3.21	1.01	BIT	12900	2.62	10	0.00
Greenville	S	453		N	3.21	3.98	0.77	BIT	12900	2.62	10	0.00
Greenville	S	453		N	4.93	4.97	0.04	BIT	12900	0	5	0.00
Greenville	S	564		E	4	4.245	0.245	BIT	12375	2.13	10	0.07
Greenville	S	564		E	4.245	4.797	0.552	BIT	12375	2.13	10	0.07
Greenville	S	564		E	4.797	5.4	0.603	BIT	12375	2.13	10	0.07
Greenville	S	311		N	1.31	1.73	0.42	BIT	12311	2.03	10	0.05
Greenville	S	311		N	1.73	2.2	0.47	BIT	12311	2.03	10	0.05
Greenville	S	311		N	2.2	2.21	0.01	BIT	12311	2.03	10	0.05
Greenville	S	311		N	2.21	2.32	0.11	BIT	12311	2.03	10	0.05
Greenville	S	311		N	2.32	2.89	0.57	BIT	12311	2.03	10	0.05
Greenville	S	1164		E	1.96	1.98	0.02	BIT	12300	1.91	10	0.00
Greenville	S	164		E	7.1	7.87	0.77	BIT	11700	2.95	10	1.89
Greenville	S	164		E	6	7.1	1.1	BIT	11700	2.71	10	0.02
Greenville	S	164		E		1.18	1.18	BIT	11700	2.48	10	0.32
Greenville	S	164		E	1.18	1.94	0.76	BIT	11700	2.48	10	0.32
Greenville	S	164		E	1.94	3	1.06	BIT	11700	2.48	10	0.32
Greenville	S	164		E	3	3.38	0.38	BIT	11700	2.43	10	0.47
Greenville	S	164		E	3.38	3.55	0.17	BIT	11700	2.43	10	0.47
Greenville	S	164		E	3.55	4.6	1.05	BIT	11700	2.43	10	0.47
Greenville	S	164		E	4.6	6	1.4	BIT	11700	2.43	10	0.47
Greenville	S	166		E	4.8	5.37	0.57	BIT	11312	3.02	7.5	0.00
Greenville	S	166		E	5.37	5.48	0.11	BIT	11312	3.02	7.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	21		N	3.86	3.88	0.02	BIT	11231	1.99	7.5	0.30
Greenville	S	21		N	3.88	6.32	2.44	BIT	11231	1.99	7.5	0.30
Greenville	S	548		E	3	4	1	BIT	11100	2.75	10	0.00
Greenville	S	548		E		0.414	0.414	BIT	11100	2.66	10	0.20
Greenville	S	548		E	0.414	1.31	0.896	BIT	11100	2.66	10	0.20
Greenville	S	548		E	1.31	1.52	0.21	BIT	11100	2.66	10	0.20
Greenville	S	548		E	1.52	2.61	1.09	BIT	11100	2.66	10	0.20
Greenville	S	548		E	2.61	3	0.39	BIT	11100	2.66	10	0.20
Greenville	S	548		E	4	4.24	0.24	BIT	11100	2.3	10	0.12
Greenville	S	14		E		0.7	0.7	BIT	10900	2.34	7.5	0.20
Greenville	S	14		E	0.7	1.56	0.86	BIT	10900	1.93	7.5	0.17
Greenville	S	87		N	1.27	2.1	0.83	BIT	10500	2.08	10	0.06
Greenville	S	655		N		0.26	0.26	BIT	10125	2.6	2.5	0.00
Greenville	S	655		N	0.26	0.68	0.42	BIT	10125	2.6	2.5	0.00
Greenville	S	655		N	0.68	2.24	1.56	BIT	10125	2.6	2.5	0.00
Greenville	S	1103		N		1	1	BIT	10125	1.96	2.5	0.11
Greenville	S	1103		N	1	1.03	0.03	BIT	10125	1.96	2.5	0.11
Greenville	S	1016		E		0.1	0.1	BIT	9800	2.14	10	0.00
Greenville	S	94		E	8.28	8.7	0.42	BIT	9600	3.08	7.5	0.00
Greenville	S	94		E	8.7	9.89	1.19	BIT	9600	3.04	7.5	0.02
Greenville	S	540		E		0.87	0.87	BIT	9500	2.12	10	0.18
Greenville	S	166		E	6.52	7.8	1.28	BIT	9208	2.67	7.5	0.20
Greenville	S	997		N		0.48	0.48	BIT	9125	2.1	2.5	0.99
Greenville	S	189		N	1.62	3.9	2.28	BIT	9100	2.5	7.5	0.40
Greenville	S	166		E	7.8	8.03	0.23	BIT	9100	2.29	7.5	0.00
Greenville	S	189		N	3.9	3.99	0.09	BIT	9100	2.04	7.5	0.03
Greenville	S	145		N	3	3.53	0.53	BIT	8900	2.51	10	0.00
Greenville	S	145		N		0.94	0.94	BIT	8900	2.49	10	0.13
Greenville	S	145		N	0.94	1.96	1.02	BIT	8900	2.49	10	0.13
Greenville	S	145		N	1.96	2.693	0.733	BIT	8900	2.49	10	0.13
Greenville	S	145		N	2.693	2.73	0.037	BIT	8900	2.49	10	0.13

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	145		N	2.73	3	0.27	BIT	8900	2.49	10	0.13
Greenville	S	272		E	0.51	0.93	0.42	BIT	8857	2.72	10	0.09
Greenville	S	272		E	0.93	1.111	0.181	BIT	8857	2.72	10	0.09
Greenville	S	272		E	1.111	1.24	0.129	BIT	8857	2.72	10	0.09
Greenville	S	272		E	1.24	1.3	0.06	BIT	8857	2.72	10	0.09
Greenville	S	260		E		0.17	0.17	BIT	8800	3.06	10	0.00
Greenville	S	13	CON	N		0.02	0.02	BIT	8624	2.68	10	0.00
Greenville	S	13	CON	N	0.02	0.03	0.01	BIT	8624	2.21	10	0.00
Greenville	S	347		N	2.83	3.06	0.23	BIT	8600	2.75	10	0.00
Greenville	S	447		N	2.2	2.23	0.03	BIT	8600	0	10	0.00
Greenville	S	279		N	2.2	3.17	0.97	BIT	8300	2.47	10	0.00
Greenville	S	279		N		1.37	1.37	BIT	8300	2.36	7.5	0.00
Greenville	S	279		N	1.37	1.77	0.4	BIT	8300	2.36	7.5	0.00
Greenville	S	279		N	1.77	1.84	0.07	BIT	8300	2.36	7.5	0.00
Greenville	S	279		N	1.84	2.2	0.36	BIT	8300	2.36	7.5	0.00
Greenville	S	311		N	1.11	1.24	0.13	BIT	8100	2.62	10	0.16
Greenville	S	311		N	1.24	1.31	0.07	BIT	8100	2.62	10	0.16
Greenville	S	448		E	1.6	1.65	0.05	BIT	7931	3.14	10	0.00
Greenville	S	448		E	1.65	1.961	0.311	BIT	7931	3.14	10	0.00
Greenville	S	448		E	1.961	2.92	0.959	BIT	7931	3.14	10	0.00
Greenville	S	18		E		0.16	0.16	BIT	7900	2.63	2.5	0.00
Greenville	S	553		N		0.24	0.24	BIT	7900	2.4	10	0.21
Greenville	S	920		E		0.1	0.1	BIT	7609	2.57	7.5	0.02
Greenville	S	920		E	0.1	1.15	1.05	BIT	7609	2.57	7.5	0.02
Greenville	S	920		E	1.15	3	1.85	BIT	7609	2.57	7.5	0.02
Greenville	S	272		E	0.11	0.31	0.2	BIT	7500	2.15	10	1.49
Greenville	S	272		E	0.31	0.51	0.2	BIT	7500	2.15	10	1.49
Greenville	S	272		E		0.11	0.11	BIT	7500	2.15	10	1.49
Greenville	S	335		N	1.87	4.1	2.23	BIT	7352	2.33	7.5	0.11
Greenville	S	50		E	19.5	19.94	0.44	BIT	7300	2.44	10	0.09
Greenville	S	50		E	16.5	17.77	1.27	BIT	7300	2.4	10	0.09

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	50		E	17.77	19.5	1.73	BIT	7300	2.4	10	0.09
Greenville	S	702		E		0.6	0.6	BIT	7250	1.97	2.5	0.22
Greenville	S	702		E	0.6	0.77	0.17	BIT	7250	1.7	2.5	0.21
Greenville	S	564		E	2.1	2.38	0.28	BIT	7200	2.97	10	0.11
Greenville	S	564		E	2.38	2.57	0.19	BIT	7200	2.97	10	0.11
Greenville	S	564		E	2.57	2.68	0.11	BIT	7200	2.97	10	0.11
Greenville	S	564		E	2.68	2.7	0.02	BIT	7200	2.97	10	0.11
Greenville	S	564		E	2.7	2.82	0.12	BIT	7200	2.97	10	0.11
Greenville	S	564		E	2.82	3.8	0.98	BIT	7200	2.97	10	0.11
Greenville	S	564		E	3.8	4	0.2	BIT	7200	2.97	10	0.11
Greenville	S	63		N		1.64	1.64	BIT	7200	2.74	10	0.02
Greenville	S	87		N	2.1	3.15	1.05	BIT	7176	2.06	10	0.54
Greenville	S	87		N	3.15	3.25	0.1	BIT	7176	2.06	10	0.54
Greenville	S	87		N	3.25	3.29	0.04	BIT	7176	2.06	10	0.54
Greenville	S	87		N	3.29	3.31	0.02	BIT	7176	2.06	10	0.54
Greenville	S	87		N	3.31	4.02	0.71	BIT	7176	2.06	10	0.54
Greenville	S	87		N	4.02	4.55	0.53	BIT	7176	2.06	10	0.54
Greenville	S	87		N	4.55	4.99	0.44	BIT	7176	2.06	10	0.54
Greenville	S	510		E		0.53	0.53	BIT	7115	2.67	10	0.03
Greenville	S	510		E	0.53	0.71	0.18	BIT	7115	2.67	10	0.03
Greenville	S	510		E	0.71	1.3	0.59	BIT	7115	2.67	10	0.03
Greenville	S	448		E	2.99	3.42	0.43	BIT	7100	3.08	10	0.00
Greenville	S	490		E	0.9	0.97	0.07	BIT	7100	1.57	10	0.00
Greenville	S	564		E	5.4	6.32	0.92	BIT	7072	2.83	10	0.01
Greenville	S	564		E	6.32	6.75	0.43	BIT	7072	2.83	10	0.01
Greenville	S	564		E	6.75	7.2	0.45	BIT	7072	2.83	10	0.01
Greenville	S	564		E	7.2	7.62	0.42	BIT	7072	2.83	10	0.01
Greenville	S	438		E		0.28	0.28	BIT	7015	2.22	7.5	0.88
Greenville	S	438		E	0.28	0.4	0.12	BIT	7015	2.22	7.5	0.88
Greenville	S	928		E		0.81	0.81	BIT	7000	2.15	2.5	0.01
Greenville	S	166		E		0.49	0.49	BIT	6827	2.01	7.5	0.37

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	166		E	0.49	0.96	0.47	BIT	6827	2.01	7.5	0.37
Greenville	S	166		E	0.96	1.44	0.48	BIT	6827	2.01	7.5	0.37
Greenville	S	166		E	1.44	1.77	0.33	BIT	6827	2.01	7.5	0.37
Greenville	S	166		E	1.77	1.8	0.03	BIT	6827	2.01	7.5	0.37
Greenville	S	333		N	3.65	3.81	0.16	BIT	6691	2.64	10	0.10
Greenville	S	333		N	3.81	3.99	0.18	BIT	6691	2.64	10	0.10
Greenville	S	333		N	3.99	4.16	0.17	BIT	6691	2.64	10	0.10
Greenville	S	333		N	4.16	4.24	0.08	BIT	6691	2.64	10	0.10
Greenville	S	333		N	4.24	4.25	0.01	BIT	6691	2.64	10	0.10
Greenville	S	333		N	4.25	5.17	0.92	BIT	6691	2.64	10	0.10
Greenville	S	20		E	0.2	0.44	0.24	BIT	6564	2.12	7.5	0.04
Greenville	S	20		E	0.44	1.1	0.66	BIT	6564	2.12	7.5	0.04
Greenville	S	183		N		1.27	1.27	BIT	6513	2.28	10	0.97
Greenville	S	183		N	1.27	1.32	0.05	BIT	6513	2.28	10	0.97
Greenville	S	183		N	1.32	1.8	0.48	BIT	6513	2.28	10	0.97
Greenville	S	13		N	5.7	5.87	0.17	BIT	6400	2.67	10	0.00
Greenville	S	13		N	4.54	5.7	1.16	BIT	6400	2.4	10	0.00
Greenville	S	13		N		0.42	0.42	BIT	6400	2.31	7.5	0.00
Greenville	S	13		N	1.54	3.83	2.29	BIT	6400	2.19	7.5	0.08
Greenville	S	13		N	3.83	4.54	0.71	BIT	6400	2.19	7.5	0.08
Greenville	S	383		N		1.08	1.08	BIT	6375	2	2.5	0.14
Greenville	S	383		N	1.08	1.18	0.1	BIT	6375	2	2.5	0.14
Greenville	S	3		N		0.25	0.25	BIT	6300	2.58	7.5	0.08
Greenville	S	3		N	0.53	0.58	0.05	BIT	6300	1.87	7.5	0.20
Greenville	S	3		N	0.87	1.91	1.04	BIT	6300	1.83	7.5	0.56
Greenville	S	941		N		0.17	0.17	BIT	6283	2.63	10	0.55
Greenville	S	941		N	0.17	0.21	0.04	BIT	6283	2.63	10	0.55
Greenville	S	941		N	0.21	0.32	0.11	BIT	6283	2.63	10	0.55
Greenville	S	941		N	0.32	0.54	0.22	BIT	6283	2.63	10	0.55
Greenville	S	941		N	0.54	0.8	0.26	BIT	6283	2.63	10	0.55
Greenville	S	941		N	0.8	1.03	0.23	BIT	6200	3.18	10	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	941		N	1.03	1.05	0.02	BIT	6200	3.18	10	0.00
Greenville	S	510		E	1.3	1.37	0.07	BIT	6200	2.17	10	1.07
Greenville	S	653		N		1.28	1.28	BIT	6125	2.93	2.5	0.00
Greenville	S	38		E		1.97	1.97	BIT	6100	2.66	10	0.03
Greenville	S	38		E	1.97	2.23	0.26	BIT	6100	2.66	10	0.03
Greenville	S	38		E	2.23	2.49	0.26	BIT	6100	2.66	10	0.03
Greenville	S	312	CON	E		0.5	0.5	BIT	6100	2.32	10	0.18
Greenville	S	490		E	0.2	0.22	0.02	BIT	5906	1.19	10	0.13
Greenville	S	490		E	0.22	0.9	0.68	BIT	5906	1.19	10	0.13
Greenville	S	22		E	2.7	3.099	0.399	BIT	5900	2.28	10	0.86
Greenville	S	22		E	3.099	5.59	2.491	BIT	5900	2.28	10	0.86
Greenville	S	22		E		0.29	0.29	BIT	5900	2.27	10	0.08
Greenville	S	22		E	0.29	0.31	0.02	BIT	5900	2.27	10	0.08
Greenville	S	22		E	0.31	0.81	0.5	BIT	5900	2.27	10	0.08
Greenville	S	22		E	0.81	0.83	0.02	BIT	5900	2.27	10	0.08
Greenville	S	22		E	0.83	1.2	0.37	BIT	5900	2.27	10	0.08
Greenville	S	22		E	1.2	1.78	0.58	BIT	5900	2.27	10	0.08
Greenville	S	22		E	1.78	2.102	0.322	BIT	5900	2.27	10	0.08
Greenville	S	22		E	2.102	2.47	0.368	BIT	5900	2.27	10	0.08
Greenville	S	22		E	2.47	2.5	0.03	BIT	5900	2.27	10	0.08
Greenville	S	22		E	2.5	2.7	0.2	BIT	5900	2.27	10	0.08
Greenville	S	564		E	0.67	0.86	0.19	BIT	5839	2.23	10	0.39
Greenville	S	564		E	0.86	1.67	0.81	BIT	5839	2.23	10	0.39
Greenville	S	564		E	1.67	1.84	0.17	BIT	5839	2.23	10	0.39
Greenville	S	564		E	1.84	2.06	0.22	BIT	5839	2.23	10	0.39
Greenville	S	564		E	2.06	2.1	0.04	BIT	5839	2.23	10	0.39
Greenville	S	510		E	2.83	3	0.17	BIT	5800	1.79	10	0.05
Greenville	S	173		N	5.9	6.03	0.13	BIT	5800	1.15	10	0.00
Greenville	S	173		N	6.03	6.23	0.2	BIT	5800	1.15	10	0.00
Greenville	S	104		E	3.8	4	0.2	BIT	5600	2.68	7.5	0.00
Greenville	S	104		E	4	4.17	0.17	BIT	5600	2.68	7.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	104		E	3.3	3.8	0.5	BIT	5600	2.24	7.5	0.00
Greenville	S	104		E	3.27	3.3	0.03	BIT	5600	2.11	7.5	0.00
Greenville	S	94		E	1.9	3.9	2	BIT	5400	3.2	10	0.02
Greenville	S	94		E	1.89	1.9	0.01	BIT	5400	2.96	10	0.00
Greenville	S	440		E		0.23	0.23	BIT	5400	2.56	10	0.01
Greenville	S	440		E	0.23	0.67	0.44	BIT	5400	2.56	10	0.01
Greenville	S	440		E	0.67	0.9	0.23	BIT	5400	2.56	10	0.01
Greenville	S	94		E		1.89	1.89	BIT	5400	2.25	10	0.01
Greenville	S	440		E	0.9	1.6	0.7	BIT	5400	1.97	10	0.23
Greenville	S	440		E	1.6	1.67	0.07	BIT	5400	1.97	10	0.23
Greenville	S	510	CON	E		0.2	0.2	BIT	5400	1.6	2.5	0.50
Greenville	S	924		E		0.13	0.13	BIT	5375	2.52	2.5	0.00
Greenville	S	279	CON	N		0.1	0.1	BIT	5375	2.18	2.5	0.00
Greenville	S	920		E	6	6.73	0.73	BIT	5200	3.08	10	0.00
Greenville	S	920		E	3	5.29	2.29	BIT	5200	2.45	7.5	0.07
Greenville	S	920		E	5.29	6	0.71	BIT	5200	2.45	7.5	0.07
Greenville	S	170		E		1.93	1.93	BIT	5200	1.99	10	1.00
Greenville	S	325		N	3.3	3.36	0.06	BIT	5100	2.33	10	0.17
Greenville	S	304		E		1.1	1.1	BIT	5100	2.16	10	0.39
Greenville	S	325		N	2.8	3.2	0.4	BIT	5100	2.15	10	0.20
Greenville	S	221		N		0.33	0.33	BIT	5100	2.09	10	0.15
Greenville	S	221		N	0.33	0.63	0.3	BIT	5100	2.09	10	0.15
Greenville	S	221		N	0.63	0.8	0.17	BIT	5100	2.09	10	0.15
Greenville	S	325		N	3.2	3.26	0.06	BIT	5100	2.04	10	0.10
Greenville	S	325		N	3.26	3.3	0.04	BIT	5100	2.04	10	0.10
Greenville	S	543		N		0.23	0.23	BIT	5100	1.85	10	0.90
Greenville	S	543		N	0.23	0.3	0.07	BIT	5100	1.85	10	0.90
Greenville	S	221		N	0.8	0.89	0.09	BIT	5100	1.65	10	0.01
Greenville	S	221		N	0.89	1.21	0.32	BIT	5100	1.65	10	0.01
Greenville	S	221		N	1.21	1.38	0.17	BIT	5100	1.65	10	0.01
Greenville	S	1092		E	0.8	2	1.2	BIT	5000	2.93	2.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	1094		E		0.03	0.03	BIT	5000	2.7	10	0.01
Greenville	S	1094		E	0.03	0.09	0.06	BIT	5000	2.7	10	0.01
Greenville	S	1094		E	0.09	0.3	0.21	BIT	5000	2.7	10	0.01
Greenville	S	1094		E	0.3	0.8	0.5	BIT	5000	2.7	10	0.01
Greenville	S	1094		E	0.8	1.25	0.45	BIT	5000	2.32	10	3.45
Greenville	S	1094		E	1.25	1.62	0.37	BIT	5000	2.32	10	3.45
Greenville	S	94		E	9.89	10.86	0.97	BIT	4951	2.75	7.5	0.52
Greenville	S	94		E	10.86	11.2	0.34	BIT	4951	2.75	7.5	0.52
Greenville	S	1092		E		0.37	0.37	BIT	4908	2.09	2.5	0.04
Greenville	S	1092		E	0.37	0.8	0.43	BIT	4908	2.09	2.5	0.04
Greenville	S	261		N		2.32	2.32	BIT	4900	2.56	10	0.01
Greenville	S	62		E		0.37	0.37	BIT	4800	1.98	10	0.51
Greenville	S	62		E	0.37	0.52	0.15	BIT	4800	1.98	10	0.51
Greenville	S	50	SPR	E		0.03	0.03	BIT	4800	1.96	5	0.00
Greenville	S	50	SPR	E	0.03	0.04	0.01	BIT	4800	1.88	5	0.20
Greenville	S	272		E	5.1	6.94	1.84	BIT	4723	2.61	10	0.35
Greenville	S	272		E	6.94	7.548	0.608	BIT	4723	2.61	10	0.35
Greenville	S	272		E	7.548	8.1	0.552	BIT	4723	2.61	10	0.35
Greenville	S	144		E	1.16	1.61	0.45	BIT	4703	2.57	10	0.03
Greenville	S	144		E	1.61	1.877	0.267	BIT	4703	2.57	10	0.03
Greenville	S	144		E	1.877	1.888	0.011	BIT	4703	2.57	10	0.03
Greenville	S	144		E	1.888	2.34	0.452	BIT	4703	2.57	10	0.03
Greenville	S	144		E	1.12	1.16	0.04	BIT	4700	3.12	2.5	0.00
Greenville	S	144		E	0.58	0.9	0.32	BIT	4700	2.73	2.5	0.00
Greenville	S	313		N	1.7	2.42	0.72	BIT	4700	2.72	10	2.61
Greenville	S	313		N	3.02	3.47	0.45	BIT	4700	2.53	10	0.00
Greenville	S	667		N	0.14	0.9	0.76	BIT	4700	2.38	10	0.12
Greenville	S	667		N		0.14	0.14	BIT	4700	2.38	10	0.12
Greenville	S	144		E		0.58	0.58	BIT	4700	2.17	2.5	0.09
Greenville	S	313		N		1.7	1.7	BIT	4700	2.08	10	1.83
Greenville	S	1061		N		0.24	0.24	BIT	4625	1.83	2.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	1061		N	0.24	0.26	0.02	BIT	4625	1.83	2.5	0.00
Greenville	S	146		E	6.3	8.1	1.8	BIT	4600	3.1	10	0.00
Greenville	S	146		E	0.345	0.662	0.317	BIT	4600	2.3	10	0.28
Greenville	S	146		E	0.662	1.828	1.166	BIT	4600	2.3	10	0.28
Greenville	S	146		E	1.828	3.345	1.517	BIT	4600	2.3	10	0.28
Greenville	S	558		E	0.4	0.45	0.05	BIT	4600	2.3	10	0.00
Greenville	S	534		E		0.14	0.14	BIT	4600	2.18	2.5	0.50
Greenville	S	146		E	3.345	3.77	0.425	BIT	4600	2.14	10	0.13
Greenville	S	146		E	3.77	5.287	1.517	BIT	4600	2.14	10	0.13
Greenville	S	146		E	5.287	6.3	1.013	BIT	4600	2.14	10	0.13
Greenville	S	20		E	1.1	1.35	0.25	BIT	4600	1.96	7.5	0.15
Greenville	S	20		E	1.35	1.74	0.39	BIT	4600	1.96	7.5	0.15
Greenville	S	20		E	1.74	1.75	0.01	BIT	4600	1.96	7.5	0.15
Greenville	S	20		E	1.75	1.88	0.13	BIT	4600	1.96	7.5	0.15
Greenville	S	146		E		0.345	0.345	BIT	4600	1.9	10	0.14
Greenville	S	162		E		0.28	0.28	BIT	4600	1.8	10	0.05
Greenville	S	162		E	0.28	0.5	0.22	BIT	4600	1.8	10	0.05
Greenville	S	162		E	0.5	0.96	0.46	BIT	4600	1.8	10	0.05
Greenville	S	325		N	1.5	2.09	0.59	BIT	4574	2.78	10	0.04
Greenville	S	325		N	2.09	2.8	0.71	BIT	4574	2.78	10	0.04
Greenville	S	325		N	1.38	1.4	0.02	BIT	4574	2.78	10	0.04
Greenville	S	325		N	1.4	1.49	0.09	BIT	4574	2.78	10	0.04
Greenville	S	325		N	1.49	1.5	0.01	BIT	4574	2.78	10	0.04
Greenville	S	543		N	0.3	0.98	0.68	BIT	4562	2.25	10	0.78
Greenville	S	543		N	0.98	1.12	0.14	BIT	4562	2.25	10	0.78
Greenville	S	543		N	1.12	1.22	0.1	BIT	4562	2.25	10	0.78
Greenville	S	543		N	1.22	1.27	0.05	BIT	4562	2.25	10	0.78
Greenville	S	543		N	1.27	1.5	0.23	BIT	4562	2.25	10	0.78
Greenville	S	171		N	2.5	2.7	0.2	BIT	4500	2.76	10	0.10
Greenville	S	171		N		0.9	0.9	BIT	4500	2.3	10	0.12
Greenville	S	171		N	0.9	2.5	1.6	BIT	4500	1.9	10	0.07

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	1912		E		1.22	1.22	BIT	4400	2.4	10	0.03
Greenville	S	218		E		0.5	0.5	BIT	4400	2.02	10	0.64
Greenville	S	218		E	0.5	0.63	0.13	BIT	4350	1.94	10	3.35
Greenville	S	218		E	0.63	2.76	2.13	BIT	4350	1.94	10	3.35
Greenville	S	218		E	2.76	2.9	0.14	BIT	4350	1.94	10	3.35
Greenville	S	715		N		0.22	0.22	BIT	4250	2.11	2.5	0.00
Greenville	S	435		N	2.1	2.65	0.55	BIT	4200	3.17	10	0.00
Greenville	S	435		N	2.65	3.18	0.53	BIT	4200	3.17	10	0.00
Greenville	S	435		N		1.12	1.12	BIT	4200	2.01	10	4.25
Greenville	S	435		N	1.12	2.1	0.98	BIT	4200	2.01	10	4.25
Greenville	S	530		E		0.64	0.64	BIT	4125	2.25	2.5	0.33
Greenville	S	266		E	0.1	0.78	0.68	BIT	4100	2.18	10	1.08
Greenville	S	458		E		1.65	1.65	BIT	4000	2.29	2.5	0.20
Greenville	S	80		E		0.41	0.41	BIT	3900	2.62	10	1.20
Greenville	S	80		E	0.41	0.9	0.49	BIT	3900	2.62	10	1.20
Greenville	S	80		E	0.9	1.1	0.2	BIT	3900	2.62	10	1.20
Greenville	S	546		E	2.28	3.2	0.92	BIT	3900	2.32	10	0.01
Greenville	S	664		E		1.07	1.07	BIT	3900	2.31	10	0.44
Greenville	S	360		E		1.2	1.2	BIT	3900	2.1	10	0.51
Greenville	S	142		E	1.9	2.3	0.4	BIT	3875	2.72	2.5	0.03
Greenville	S	142		E	2.3	2.9	0.6	BIT	3875	2.39	2.5	0.18
Greenville	S	96		E		0.7	0.7	BIT	3771	2.18	10	0.06
Greenville	S	2		E		0.4	0.4	BIT	3750	2.23	2.5	0.00
Greenville	S	1026		E		0.5	0.5	BIT	3750	1.67	2.5	3.43
Greenville	S	571		N	1	1.3	0.3	BIT	3700	2.83	10	0.03
Greenville	S	571		N	0.5	1	0.5	BIT	3700	1.86	10	0.00
Greenville	S	540		E	2.6	5.6	3	BIT	3685	2.77	10	0.04
Greenville	S	993		N		0.34	0.34	BIT	3625	2.23	2.5	0.07
Greenville	S	1072		E		0.23	0.23	BIT	3625	1.97	2.5	0.17
Greenville	S	532		E		0.35	0.35	BIT	3625	1.18	2.5	0.08
Greenville	S	1102		E		1.65	1.65	BIT	3625	0	2.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	95		N		0.31	0.31	BIT	3600	2.89	10	0.58
Greenville	S	95		N	0.31	1.42	1.11	BIT	3600	2.89	10	0.58
Greenville	S	95		N	1.42	1.43	0.01	BIT	3600	2.89	10	0.58
Greenville	S	95		N	1.43	1.68	0.25	BIT	3600	2.89	10	0.58
Greenville	S	147		N	0.19	0.26	0.07	BIT	3600	2.25	10	3.00
Greenville	S	147		N	0.26	0.3	0.04	BIT	3600	2.25	10	3.00
Greenville	S	147		N	0.3	0.63	0.33	BIT	3600	2.21	10	1.93
Greenville	S	147		N	0.63	1.33	0.7	BIT	3600	2.21	10	1.93
Greenville	S	646		E		0.61	0.61	BIT	3600	2.13	10	1.48
Greenville	S	646		E	0.61	0.63	0.02	BIT	3600	2.13	10	1.48
Greenville	S	299		N		1	1	BIT	3600	2.05	10	2.68
Greenville	S	782		E		0.99	0.99	BIT	3600	2.02	10	3.54
Greenville	S	83		N	0.08	0.14	0.06	BIT	3600	1.98	10	0.40
Greenville	S	83		N	0.14	0.6	0.46	BIT	3600	1.98	10	0.40
Greenville	S	299		N	1	1.35	0.35	BIT	3600	1.26	10	1.34
Greenville	S	299		N	1.35	1.96	0.61	BIT	3600	1.26	10	1.34
Greenville	S	669		N		0.82	0.82	BIT	3559	2.28	10	0.44
Greenville	S	669		N	0.82	1.16	0.34	BIT	3559	2.28	10	0.44
Greenville	S	288		E		0.05	0.05	BIT	3500	3	2.5	0.00
Greenville	S	475		N		0.5	0.5	BIT	3500	2.41	10	0.40
Greenville	S	475		N	0.5	0.69	0.19	BIT	3500	1.97	10	1.99
Greenville	S	897		N	0.7	0.97	0.27	BIT	3500	1.9	10	1.63
Greenville	S	897		N		0.12	0.12	BIT	3500	1	10	1.00
Greenville	S	897		N	0.12	0.66	0.54	BIT	3500	1	10	1.00
Greenville	S	897		N	0.66	0.7	0.04	BIT	3500	1	10	1.00
Greenville	S	173		N	2.9	3.919	1.019	BIT	3441	1.37	10	0.03
Greenville	S	173		N	3.919	4.457	0.538	BIT	3441	1.37	10	0.03
Greenville	S	173		N	4.457	4.49	0.033	BIT	3441	1.37	10	0.03
Greenville	S	173		N	4.49	5.261	0.771	BIT	3441	1.37	10	0.03
Greenville	S	173		N	5.261	5.32	0.059	BIT	3441	1.37	10	0.03
Greenville	S	173		N	5.32	5.8	0.48	BIT	3441	1.37	10	0.03

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	173		N	5.8	5.9	0.1	BIT	3441	1.37	10	0.03
Greenville	S	50		E	13.5	13.834	0.334	BIT	3402	2.41	10	0.18
Greenville	S	50		E	13.834	14.02	0.186	BIT	3402	2.41	10	0.18
Greenville	S	50		E	14.02	14.41	0.39	BIT	3402	2.41	10	0.18
Greenville	S	50		E	14.41	15.57	1.16	BIT	3402	2.41	10	0.18
Greenville	S	50		E	15.57	15.88	0.31	BIT	3402	2.41	10	0.18
Greenville	S	50		E	15.88	16.5	0.62	BIT	3402	2.41	10	0.18
Greenville	S	331		N		0.15	0.15	BIT	3400	2.78	10	0.10
Greenville	S	331		N	0.15	0.76	0.61	BIT	3400	2.78	10	0.10
Greenville	S	331		N	0.76	1.3	0.54	BIT	3400	2.78	10	0.10
Greenville	S	331		N	1.3	1.4	0.1	BIT	3400	2.78	10	0.10
Greenville	S	543		N	1.5	1.89	0.39	BIT	3400	2.76	10	0.00
Greenville	S	543		N	1.89	2	0.11	BIT	3400	2.76	10	0.00
Greenville	S	543		N	2	2.788	0.788	BIT	3400	2.6	10	0.01
Greenville	S	543		N	2.788	4.36	1.572	BIT	3400	2.6	10	0.01
Greenville	S	331		N	1.4	2.51	1.11	BIT	3400	2.47	10	0.02
Greenville	S	138		E	0.77	1.31	0.54	BIT	3375	2.93	2.5	0.00
Greenville	S	138		E	1.31	1.46	0.15	BIT	3375	2.93	2.5	0.00
Greenville	S	1000		E		0.3	0.3	BIT	3375	2.26	2.5	0.40
Greenville	S	1000		E	0.3	0.44	0.14	BIT	3375	1.87	2.5	0.00
Greenville	S	27		N		1.25	1.25	BIT	3372	2.25	10	0.23
Greenville	S	27		N	1.25	1.87	0.62	BIT	3372	2.25	10	0.23
Greenville	S	27		N	1.87	3	1.13	BIT	3372	2.25	10	0.23
Greenville	S	1098		E	2.7	2.77	0.07	BIT	3360	2.72	10	0.73
Greenville	S	1098		E	2.77	3	0.23	BIT	3360	2.72	10	0.73
Greenville	S	1098		E	3	3.41	0.41	BIT	3360	2.22	10	0.29
Greenville	S	1098		E	0.4	0.6	0.2	BIT	3360	1.8	10	0.00
Greenville	S	247		N	0.8	1.18	0.38	BIT	3360	1.65	5	11.44
Greenville	S	1098		E		0.33	0.33	BIT	3360	1.29	10	1.75
Greenville	S	1098		E	0.33	0.4	0.07	BIT	3360	1.29	10	1.75
Greenville	S	76		E	0.91	1.1	0.19	BIT	3356	0.71	10	1.05

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	103		N		1.49	1.49	BIT	3300	2.15	10	0.07
Greenville	S	103		N	1.49	2.4	0.91	BIT	3300	2.15	10	0.07
Greenville	S	247		N		0.46	0.46	BIT	3296	2.29	10	1.84
Greenville	S	247		N	0.46	0.52	0.06	BIT	3296	2.29	10	1.84
Greenville	S	247		N	0.52	0.8	0.28	BIT	3296	2.29	10	1.84
Greenville	S	731		N	0.6	1.1	0.5	BIT	3290	2.52	2.5	0.00
Greenville	S	649		N		0.51	0.51	BIT	3250	2.28	2.5	0.45
Greenville	S	529		N		0.1	0.1	BIT	3250	2.04	2.5	0.20
Greenville	S	1051		N	0.5	0.57	0.07	BIT	3250	1.75	2.5	0.30
Greenville	S	1051		N		0.5	0.5	BIT	3250	1.62	2.5	0.76
Greenville	S	545		N	5.33	5.82	0.49	BIT	3200	3.13	10	0.00
Greenville	S	545		N	5.82	6.12	0.3	BIT	3200	3.13	10	0.00
Greenville	S	167		N	1.4	1.45	0.05	BIT	3200	2.59	10	0.00
Greenville	S	167		N	1.45	1.5	0.05	BIT	3200	2.59	10	0.00
Greenville	S	109		N	0.2	0.8	0.6	BIT	3200	2.34	10	0.85
Greenville	S	109		N	0.8	1.8	1	BIT	3200	2.19	10	0.00
Greenville	S	167		N	0.68	1	0.32	BIT	3200	2.02	10	0.24
Greenville	S	167		N	1	1.1	0.1	BIT	3200	2.02	10	0.24
Greenville	S	167		N	1.1	1.4	0.3	BIT	3200	1.95	10	0.03
Greenville	S	30		E		0.03	0.03	BIT	3153	2.31	10	0.67
Greenville	S	30		E	0.03	0.26	0.23	BIT	3153	2.31	10	0.67
Greenville	S	30		E	0.26	0.8	0.54	BIT	3153	2.31	10	0.67
Greenville	S	30		E	0.8	0.9	0.1	BIT	3153	2.31	10	0.67
Greenville	S	477		N	0.61	0.64	0.03	BIT	3125	1.63	2.5	2.68
Greenville	S	88		E	5.7	5.84	0.14	BIT	3100	3.04	10	0.00
Greenville	S	402		E		0.1	0.1	BIT	3100	2.52	10	1.25
Greenville	S	402		E	0.1	0.54	0.44	BIT	3100	2.52	10	1.25
Greenville	S	1107		N		2.28	2.28	BIT	3081	2.58	2.5	0.60
Greenville	S	477		N	0.31	0.61	0.3	BIT	3008	1.95	2.5	1.40
Greenville	S	199		N	6	6.24	0.24	BIT	3000	3.15	10	0.00
Greenville	S	199		N	6.24	6.52	0.28	BIT	3000	3.15	10	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	165		N	1.49	1.7	0.21	BIT	3000	2.46	10	0.00
Greenville	S	883		N		0.5	0.5	BIT	3000	2.36	2.5	0.90
Greenville	S	165		N	1.7	3.11	1.41	BIT	3000	2.27	10	0.07
Greenville	S	883		N	0.5	0.52	0.02	BIT	3000	2.17	2.5	0.09
Greenville	S	883		N	0.52	0.66	0.14	BIT	3000	2.17	2.5	0.09
Greenville	S	995		N		0.29	0.29	BIT	3000	2.02	2.5	0.57
Greenville	S	572		E		1.24	1.24	BIT	3000	1.75	10	0.33
Greenville	S	624		E		0.48	0.48	BIT	2902	2.32	10	0.46
Greenville	S	624		E	0.48	1.16	0.68	BIT	2902	2.32	10	0.46
Greenville	S	624		E	1.16	1.83	0.67	BIT	2902	2.32	10	0.46
Greenville	S	96		E	0.7	1.1	0.4	BIT	2900	2.92	10	0.23
Greenville	S	1099		N		1.38	1.38	BIT	2900	2.65	10	0.01
Greenville	S	295		N		0.4	0.4	BIT	2900	1.72	10	0.65
Greenville	S	220		E		0.28	0.28	BIT	2900	1.6	10	3.02
Greenville	S	295		N	0.4	0.9	0.5	BIT	2900	1.04	10	0.60
Greenville	S	96		E	1.1	1.76	0.66	BIT	2900	1.02	10	0.03
Greenville	S	295		N	0.9	1.42	0.52	BIT	2900	0.44	10	0.78
Greenville	S	295		N	1.42	1.58	0.16	BIT	2900	0.44	10	0.78
Greenville	S	295		N	1.58	2.29	0.71	BIT	2900	0.44	10	0.78
Greenville	S	88		E	4	4.42	0.42	BIT	2832	1.57	2.5	0.01
Greenville	S	88		E	4.42	5.16	0.74	BIT	2832	1.57	2.5	0.01
Greenville	S	88		E	5.16	5.7	0.54	BIT	2832	1.57	2.5	0.01
Greenville	S	958		E		0.5	0.5	BIT	2800	2.27	10	0.78
Greenville	S	958		E	0.5	0.6	0.1	BIT	2800	1.76	10	0.00
Greenville	S	958		E	0.6	0.63	0.03	BIT	2800	1.76	10	0.00
Greenville	S	958		E	0.63	0.72	0.09	BIT	2800	1.76	10	0.00
Greenville	S	958		E	0.72	0.84	0.12	BIT	2800	1.76	10	0.00
Greenville	S	621		N		0.6	0.6	BIT	2750	2.27	2.5	0.23
Greenville	S	88		E	3	4	1	BIT	2700	2.72	10	0.00
Greenville	S	1018		E		0.56	0.56	BIT	2625	2.65	2.5	0.58
Greenville	S	982		E		0.4	0.4	BIT	2625	2.45	2.5	0.50

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	990		E		0.44	0.44	BIT	2625	2.28	2.5	0.25
Greenville	S	1012		E		0.09	0.09	BIT	2625	1.97	2.5	0.00
Greenville	S	711		N		0.36	0.36	BIT	2625	1.92	2.5	0.42
Greenville	S	135		N		1.3	1.3	BIT	2600	2.58	10	0.32
Greenville	S	160		E		0.53	0.53	BIT	2600	2.49	10	0.64
Greenville	S	160		E	0.53	0.66	0.13	BIT	2600	2.49	10	0.64
Greenville	S	160		E	0.66	2.97	2.31	BIT	2600	2.49	10	0.64
Greenville	S	160		E	2.97	2.99	0.02	BIT	2600	2.49	10	0.64
Greenville	S	160		E	2.99	3	0.01	BIT	2600	2.49	10	0.64
Greenville	S	160		E	3	3.4	0.4	BIT	2600	2.4	10	3.78
Greenville	S	474		E		0.15	0.15	BIT	2600	2.36	10	0.23
Greenville	S	135		N	1.3	1.93	0.63	BIT	2600	2.31	10	0.13
Greenville	S	160		E	3.4	3.49	0.09	BIT	2600	1.85	10	11.50
Greenville	S	263		N	0.68	2.92	2.24	BIT	2513	2.17	10	0.16
Greenville	S	263		N		0.68	0.68	BIT	2513	2.17	10	0.16
Greenville	S	490		E		0.2	0.2	BIT	2500	2.59	10	0.00
Greenville	S	623		N		0.8	0.8	BIT	2500	2.17	10	0.66
Greenville	S	660		E		1	1	BIT	2500	1.73	2.5	1.12
Greenville	S	660		E	1	1.37	0.37	BIT	2500	1.03	2.5	8.79
Greenville	S	956		E		0.3	0.3	BIT	2438	1.86	2.5	2.43
Greenville	S	956		E	0.3	0.5	0.2	BIT	2438	0.84	2.5	1.45
Greenville	S	557		N		1.3	1.3	BIT	2408	2.43	10	0.72
Greenville	S	106		E	3	3.72	0.72	BIT	2400	2.97	10	0.00
Greenville	S	106		E	3.72	3.8	0.08	BIT	2400	2.97	10	0.00
Greenville	S	189		N		0.64	0.64	BIT	2400	2.85	2.5	0.16
Greenville	S	106		E		1.97	1.97	BIT	2400	2.82	10	0.00
Greenville	S	106		E	1.97	3	1.03	BIT	2400	2.82	10	0.00
Greenville	S	59		N		3	3	BIT	2400	2.21	5	0.54
Greenville	S	110		E	3	4.11	1.11	BIT	2400	2.1	10	0.33
Greenville	S	110		E		2.84	2.84	BIT	2400	2.09	10	4.56
Greenville	S	110		E	2.84	3	0.16	BIT	2400	2.09	10	4.56

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	59		N	3	4.084	1.084	BIT	2400	1.95	5	1.77
Greenville	S	59		N	4.084	4.09	0.006	BIT	2400	1.95	5	1.77
Greenville	S	506		E		0.96	0.96	BIT	2313	2.39	2.5	0.02
Greenville	S	514		E		0.27	0.27	BIT	2313	2.09	2.5	0.10
Greenville	S	226		E		0.63	0.63	BIT	2310	2.68	10	0.00
Greenville	S	486		E	0.7	1.73	1.03	BIT	2300	2.34	10	0.03
Greenville	S	385		N		1.13	1.13	BIT	2300	2.32	10	1.43
Greenville	S	659		N		0.016	0.016	BIT	2280	2.14	5	0.01
Greenville	S	659		N	0.016	0.58	0.564	BIT	2280	2.14	5	0.01
Greenville	S	615		N		0.28	0.28	BIT	2250	2.54	2.5	0.02
Greenville	S	615		N	0.28	0.5	0.22	BIT	2250	2.54	2.5	0.02
Greenville	S	615		N	0.5	0.73	0.23	BIT	2250	2.09	2.5	0.34
Greenville	S	1047		N		0.28	0.28	BIT	2250	2.05	2.5	0.65
Greenville	S	940		E		0.022	0.022	BIT	2204	2.06	10	0.00
Greenville	S	940		E	0.022	0.3	0.278	BIT	2204	2.06	10	0.00
Greenville	S	940		E	0.3	0.4	0.1	BIT	2204	1.18	10	0.00
Greenville	S	5		N	3	3.37	0.37	BIT	2200	2.73	10	1.76
Greenville	S	191		N	4.8	5.1	0.3	BIT	2200	2.73	10	0.27
Greenville	S	580		E	1.815	1.92	0.105	BIT	2200	2.73	10	0.23
Greenville	S	5		N	3.37	3.43	0.06	BIT	2200	2.73	10	1.76
Greenville	S	191		N	5.1	5.14	0.04	BIT	2200	2.71	10	0.00
Greenville	S	580		E		0.966	0.966	BIT	2200	2.62	10	0.18
Greenville	S	580		E	0.966	1.5	0.534	BIT	2200	2.62	10	0.18
Greenville	S	580		E	1.5	1.815	0.315	BIT	2200	2.62	10	0.18
Greenville	S	30		E	1.7	1.79	0.09	BIT	2200	2.43	10	0.33
Greenville	S	30		E	1.79	2.36	0.57	BIT	2200	2.43	10	0.33
Greenville	S	30		E	2.36	2.56	0.2	BIT	2200	2.43	10	0.33
Greenville	S	5		N		2.51	2.51	BIT	2200	2.33	10	0.16
Greenville	S	5		N	2.51	2.52	0.01	BIT	2200	2.33	10	0.16
Greenville	S	5		N	2.52	2.77	0.25	BIT	2200	2.33	10	0.16
Greenville	S	5		N	2.77	3	0.23	BIT	2200	2.33	10	0.16

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	587		N		0.21	0.21	BIT	2200	2.09	10	0.00
Greenville	S	557		N	1.3	1.6	0.3	BIT	2200	1.95	10	0.07
Greenville	S	30		E	0.9	1.7	0.8	BIT	2200	1.93	10	0.14
Greenville	S	587		N	0.6	1.3	0.7	BIT	2200	1.8	10	0.00
Greenville	S	587		N	0.21	0.6	0.39	BIT	2200	1.76	10	0.59
Greenville	S	133		N		0.3	0.3	BIT	2200	1.75	10	0.10
Greenville	S	133		N	0.3	1.81	1.51	BIT	2200	1.06	10	1.78
Greenville	S	191		N	3	4.17	1.17	BIT	2200	0.94	10	0.39
Greenville	S	191		N	4.17	4.8	0.63	BIT	2200	0.94	10	0.39
Greenville	S	587		N	1.3	1.32	0.02	BIT	2200	0	5	0.00
Greenville	S	421		N		0.5	0.5	BIT	2125	2.73	2.5	0.00
Greenville	S	275		N		0.16	0.16	BIT	2125	2.25	2.5	0.00
Greenville	S	936		E		0.85	0.85	BIT	2125	2.25	2.5	0.09
Greenville	S	421		N	0.5	0.58	0.08	BIT	2125	1.85	2.5	0.75
Greenville	S	1966		E	1.23	1.24	0.01	BIT	2125	0	5	0.00
Greenville	S	83		N	0.6	0.9	0.3	BIT	2104	1.99	10	1.05
Greenville	S	83		N	0.9	2.6	1.7	BIT	2104	1.99	10	1.05
Greenville	S	137		N		1.68	1.68	BIT	2100	2.52	10	0.12
Greenville	S	654		E		0.98	0.98	BIT	2100	2.37	10	0.13
Greenville	S	877		N		0.13	0.13	BIT	2063	1.54	2.5	0.08
Greenville	S	209		N	0.21	0.26	0.05	BIT	2054	2.89	2.5	0.07
Greenville	S	209		N		0.21	0.21	BIT	2054	2.89	2.5	0.07
Greenville	S	209		N	0.26	0.95	0.69	BIT	2054	2.89	2.5	0.07
Greenville	S	46		E		1.34	1.34	BIT	2010	2.15	10	3.02
Greenville	S	46		E	1.34	2.07	0.73	BIT	2010	2.15	10	3.02
Greenville	S	46		E	2.07	2.083	0.013	BIT	2010	2.15	10	3.02
Greenville	S	46		E	2.083	3	0.917	BIT	2010	2.15	10	3.02
Greenville	S	262		E		2.67	2.67	BIT	2000	2.96	10	0.00
Greenville	S	7		N		0.2	0.2	BIT	2000	2.57	10	0.00
Greenville	S	85		N	2.2	2.43	0.23	BIT	2000	2.47	10	0.00
Greenville	S	876		E		0.1	0.1	BIT	2000	2.11	2.5	0.90

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	85		N		2.2	2.2	BIT	2000	1.92	10	0.95
Greenville	S	914		E	1.1	1.3	0.2	BIT	2000	1.9	2.5	2.00
Greenville	S	914		E	1.3	1.36	0.06	BIT	2000	1.01	2.5	0.00
Greenville	S	320		E		0.09	0.09	BIT	1988	2.09	2.5	1.23
Greenville	S	320		E	0.09	0.59	0.5	BIT	1988	2.09	2.5	1.23
Greenville	S	310		E	1.25	1.47	0.22	BIT	1978	2.41	10	0.00
Greenville	S	86		E		0.2	0.2	BIT	1950	2.28	10	0.46
Greenville	S	86		E	0.2	1.16	0.96	BIT	1950	2.28	10	0.46
Greenville	S	337		N		1.79	1.79	BIT	1950	2.07	2.5	5.30
Greenville	S	310		E	1.95	2	0.05	BIT	1950	1.7	10	0.30
Greenville	S	280		E	0.68	1.4	0.72	BIT	1902	2.2	10	0.00
Greenville	S	262		E	2.82	3.5	0.68	BIT	1900	2.89	10	0.04
Greenville	S	113		N		3	3	BIT	1900	2.76	10	1.61
Greenville	S	113		N	3	3.489	0.489	BIT	1900	2.49	10	4.36
Greenville	S	113		N	3.489	5.67	2.181	BIT	1900	2.49	10	4.36
Greenville	S	262		E	3.5	4.06	0.56	BIT	1900	2.25	10	0.00
Greenville	S	262		E	4.06	4.07	0.01	BIT	1900	2.25	10	0.00
Greenville	S	260		E	0.53	0.69	0.16	BIT	1900	0	10	0.00
Greenville	S	260		E	0.69	0.72	0.03	BIT	1900	0	10	0.00
Greenville	S	584		E	1.3	1.36	0.06	BIT	1875	2.89	2.5	1.60
Greenville	S	291		N		0.9	0.9	BIT	1875	2.25	2.5	0.50
Greenville	S	291		N	0.9	0.98	0.08	BIT	1875	1.99	2.5	1.61
Greenville	S	224		E		0.6	0.6	BIT	1850	2.36	10	0.15
Greenville	S	224		E	0.6	0.64	0.04	BIT	1850	1.88	10	0.00
Greenville	S	224		E	0.64	0.68	0.04	BIT	1850	1.88	10	0.00
Greenville	S	645		N	0.47	0.76	0.29	BIT	1848	1.69	2.5	0.27
Greenville	S	645		N	0.09	0.47	0.38	BIT	1848	1.69	2.5	0.27
Greenville	S	404		E		1.04	1.04	BIT	1811	0.93	2.5	0.58
Greenville	S	245		N	2.3	3.37	1.07	BIT	1800	2.17	10	0.01
Greenville	S	245		N	3.37	4.07	0.7	BIT	1800	2.17	10	0.01
Greenville	S	405		N	0.52	1.65	1.13	BIT	1799	2.26	2.5	0.29

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	188		E		0.94	0.94	BIT	1764	2.21	10	0.93
Greenville	S	188		E	0.94	1.2	0.26	BIT	1764	2.21	10	0.93
Greenville	S	640		E	0.66	0.77	0.11	BIT	1750	2.34	2.5	0.00
Greenville	S	1044		E		0.44	0.44	BIT	1750	2.11	2.5	0.07
Greenville	S	1044		E	0.44	0.75	0.31	BIT	1750	2.11	2.5	0.07
Greenville	S	622		E		0.4	0.4	BIT	1750	2.05	2.5	1.15
Greenville	S	938		E	0.2	0.22	0.02	BIT	1750	2.04	2.5	0.00
Greenville	S	938		E		0.2	0.2	BIT	1750	1.66	2.5	0.00
Greenville	S	298		E		0.38	0.38	BIT	1750	0	7.5	0.00
Greenville	S	298		E	0.38	0.4	0.02	BIT	1750	0	7.5	0.00
Greenville	S	83		N	2.6	2.85	0.25	BIT	1727	2.99	7.5	0.07
Greenville	S	83		N	2.85	5.38	2.53	BIT	1727	2.99	7.5	0.07
Greenville	S	1973		N		0.93	0.93	BIT	1700	1.93	2.5	0.97
Greenville	S	473		N		0.6	0.6	BIT	1688	2.37	2.5	0.08
Greenville	S	616		E		0.08	0.08	BIT	1688	1.75	2.5	0.40
Greenville	S	616		E	0.08	0.12	0.04	BIT	1688	1.75	2.5	0.40
Greenville	S	616		E	0.12	0.18	0.06	BIT	1688	1.75	2.5	0.40
Greenville	S	616		E	0.18	0.4	0.22	BIT	1688	1.75	2.5	0.40
Greenville	S	616		E	0.4	0.57	0.17	BIT	1688	1.09	2.5	0.35
Greenville	S	1127		N		0.72	0.72	BIT	1682	3.05	10	0.00
Greenville	S	1127		N	0.72	1.35	0.63	BIT	1682	3.05	10	0.00
Greenville	S	459		N	3	3.67	0.67	BIT	1682	2.88	10	0.00
Greenville	S	459		N		3	3	BIT	1682	2.86	10	0.00
Greenville	S	50		E	5.33	5.36	0.03	BIT	1650	3.14	10	0.05
Greenville	S	50		E	5.36	6.843	1.483	BIT	1650	3.14	10	0.05
Greenville	S	50		E	6.843	6.888	0.045	BIT	1650	3.14	10	0.05
Greenville	S	50		E	6.888	8.33	1.442	BIT	1650	3.14	10	0.05
Greenville	S	50		E	11.68	11.815	0.135	BIT	1650	2.97	10	0.03
Greenville	S	50		E	11.815	12.249	0.434	BIT	1650	2.97	10	0.03
Greenville	S	50		E	12.249	13.5	1.251	BIT	1650	2.97	10	0.03
Greenville	S	50		E	11.33	11.68	0.35	BIT	1650	2.84	10	0.04

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	173		N	2.7	2.9	0.2	BIT	1650	2.84	10	0.00
Greenville	S	50		E	8.33	11.33	3	BIT	1650	2.64	10	0.01
Greenville	S	92		E	3	3.63	0.63	BIT	1650	2.52	10	0.03
Greenville	S	92		E	3.63	4.56	0.93	BIT	1650	2.52	10	0.03
Greenville	S	92		E		3	3	BIT	1650	2.26	10	0.14
Greenville	S	245		N	1.83	2.28	0.45	BIT	1649	1.4	10	0.36
Greenville	S	245		N	2.28	2.3	0.02	BIT	1649	1.4	10	0.36
Greenville	S	245		N	1.4	1.83	0.43	BIT	1649	1.4	10	0.36
Greenville	S	381		N	0.08	0.09	0.01	BIT	1625	2.2	2.5	0.00
Greenville	S	381		N		0.08	0.08	BIT	1625	2.18	2.5	0.30
Greenville	S	970		E		0.25	0.25	BIT	1625	2.09	2.5	15.62
Greenville	S	703		N		1.16	1.16	BIT	1625	2.08	2.5	0.88
Greenville	S	944		E		0.63	0.63	BIT	1625	2.05	2.5	0.16
Greenville	S	394		E	0.3	0.86	0.56	BIT	1625	2.01	2.5	1.38
Greenville	S	258		E		0.4	0.4	BIT	1600	1.87	10	2.19
Greenville	S	134		E		1.27	1.27	BIT	1580	2.8	5	0.03
Greenville	S	134		E	1.27	1.85	0.58	BIT	1580	2.8	5	0.03
Greenville	S	554		E		0.48	0.48	BIT	1575	2.14	2.5	0.04
Greenville	S	764		E		0.3	0.3	BIT	1563	2.16	2.5	0.57
Greenville	S	989		N		0.6	0.6	BIT	1563	2.09	2.5	0.72
Greenville	S	154		E		2.64	2.64	BIT	1560	2.75	5	0.00
Greenville	S	473		N	0.63	1.4	0.77	BIT	1555	1.5	10	4.36
Greenville	S	473		N	0.6	0.63	0.03	BIT	1555	1.5	10	4.36
Greenville	S	473		N	1.4	1.59	0.19	BIT	1550	2.52	10	0.04
Greenville	S	507		N	0.14	0.93	0.79	BIT	1550	2.13	10	0.76
Greenville	S	76		E	1.1	1.96	0.86	BIT	1550	1.95	10	0.96
Greenville	S	764		E	0.3	0.47	0.17	BIT	1537	1.87	2.5	0.00
Greenville	S	476		E	0.63	0.9	0.27	BIT	1508	2.57	2.5	1.59
Greenville	S	476		E	0.9	1.21	0.31	BIT	1508	2.35	2.5	0.00
Greenville	S	658		E		0.7	0.7	BIT	1500	2.68	10	0.75
Greenville	S	658		E	0.7	0.8	0.1	BIT	1500	2.68	10	0.75

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	981		N		0.57	0.57	BIT	1500	2.6	2.5	1.35
Greenville	S	1031		N		0.89	0.89	BIT	1500	2.52	2.5	0.00
Greenville	S	384		E		0.93	0.93	BIT	1500	2.11	2.5	3.70
Greenville	S	658		E	0.8	1.2	0.4	BIT	1500	2.06	10	0.03
Greenville	S	245		N		1.4	1.4	BIT	1484	2.03	10	0.01
Greenville	S	542		E		0.19	0.19	BIT	1478	1.86	2.5	0.63
Greenville	S	542		E	0.19	0.3	0.11	BIT	1478	1.86	2.5	0.63
Greenville	S	1091		N		1.46	1.46	BIT	1465	2.46	10	0.09
Greenville	S	280		E	1.4	1.93	0.53	BIT	1456	1.83	10	0.06
Greenville	S	27		N	4.3	4.64	0.34	BIT	1450	3.13	10	3.28
Greenville	S	27		N	4.64	4.72	0.08	BIT	1450	3.13	10	3.28
Greenville	S	272		E	8.1	10.59	2.49	BIT	1450	2.74	10	0.00
Greenville	S	27		N	3	4.3	1.3	BIT	1450	2.53	10	1.13
Greenville	S	879		N	0.3	0.59	0.29	BIT	1450	2.43	2.5	0.51
Greenville	S	328		E		0.71	0.71	BIT	1450	2.04	10	0.01
Greenville	S	731		N	1.1	1.25	0.15	BIT	1450	1.67	2.5	0.27
Greenville	S	879		N		0.3	0.3	BIT	1450	1.57	10	0.17
Greenville	S	438		E	0.4	0.73	0.33	BIT	1450	1.41	10	0.16
Greenville	S	542		E	2	3.7	1.7	BIT	1440	2.03	5	6.35
Greenville	S	542		E	0.3	2	1.7	BIT	1440	1.28	5	2.47
Greenville	S	684		E		0.1	0.1	BIT	1438	2.16	2.5	5.09
Greenville	S	684		E	0.1	0.13	0.03	BIT	1438	2.16	2.5	5.09
Greenville	S	1048		E		0.39	0.39	BIT	1438	2.04	2.5	0.17
Greenville	S	552		E	0.599	0.6	0.001	BIT	1438	1.92	2.5	3.40
Greenville	S	159		N		0.7	0.7	BIT	1400	2.78	10	0.00
Greenville	S	159		N	0.7	2.64	1.94	BIT	1400	2.48	10	1.57
Greenville	S	52		E		0.2	0.2	BIT	1350	2.7	10	0.00
Greenville	S	52		E	7.1	7.5	0.4	BIT	1350	2.59	10	0.03
Greenville	S	52		E	15.9	16.81	0.91	BIT	1350	2.4	10	0.00
Greenville	S	52		E	12.9	15.9	3	BIT	1350	2.25	10	0.16
Greenville	S	52		E	10.7	11.6	0.9	BIT	1350	1.93	10	2.87

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	426		E		0.47	0.47	BIT	1350	1.85	10	0.24
Greenville	S	426		E	0.47	0.78	0.31	BIT	1350	1.85	10	0.24
Greenville	S	52		E	1.7	3.2	1.5	BIT	1350	1.67	10	0.22
Greenville	S	52		E	3.2	4.18	0.98	BIT	1350	1.67	10	0.22
Greenville	S	52		E	4.18	4.67	0.49	BIT	1350	1.67	10	0.22
Greenville	S	52		E	4.67	4.686	0.016	BIT	1350	1.67	10	0.22
Greenville	S	52		E	4.686	4.7	0.014	BIT	1350	1.67	10	0.22
Greenville	S	52		E	0.2	0.55	0.35	BIT	1350	1.62	10	0.38
Greenville	S	52		E	0.55	1.7	1.15	BIT	1350	1.62	10	0.38
Greenville	S	52		E	4.7	7.1	2.4	BIT	1350	1.57	10	0.43
Greenville	S	52		E	11.6	11.764	0.164	BIT	1350	1.52	10	4.52
Greenville	S	52		E	11.764	11.822	0.058	BIT	1350	1.52	10	4.52
Greenville	S	52		E	11.822	11.85	0.028	BIT	1350	1.52	10	4.52
Greenville	S	52		E	11.85	11.898	0.048	BIT	1350	1.52	10	4.52
Greenville	S	52		E	11.898	12.9	1.002	BIT	1350	1.52	10	4.52
Greenville	S	364		E		0.83	0.83	BIT	1313	2.35	2.5	0.57
Greenville	S	321		N		1.26	1.26	BIT	1313	2.15	2.5	0.04
Greenville	S	316		E		2.19	2.19	BIT	1300	2.67	10	0.84
Greenville	S	316		E	2.19	2.31	0.12	BIT	1300	2.67	10	0.84
Greenville	S	316		E	2.31	3	0.69	BIT	1300	2.67	10	0.84
Greenville	S	316		E	3	3.387	0.387	BIT	1300	2.38	10	0.23
Greenville	S	316		E	3.387	4.2	0.813	BIT	1300	2.38	10	0.23
Greenville	S	305		N		0.2	0.2	BIT	1300	2.36	10	0.05
Greenville	S	316		E	7.2	9.34	2.14	BIT	1300	2.27	10	0.22
Greenville	S	316		E	9.34	10.2	0.86	BIT	1300	2.27	10	0.22
Greenville	S	344		E	3	4.08	1.08	BIT	1300	2.19	2.5	0.03
Greenville	S	316		E	4.2	5.64	1.44	BIT	1300	2.16	10	3.56
Greenville	S	316		E	5.64	7.2	1.56	BIT	1300	2.16	10	3.56
Greenville	S	316		E	10.2	10.54	0.34	BIT	1300	2.08	10	0.09
Greenville	S	344		E	1.21	1.47	0.26	BIT	1300	1.97	7.5	0.42
Greenville	S	344		E	1.47	2.45	0.98	BIT	1300	1.97	7.5	0.42

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	344		E		1.21	1.21	BIT	1300	1.97	7.5	0.42
Greenville	S	344		E	2.45	3	0.55	BIT	1300	1.97	7.5	0.42
Greenville	S	305		N	0.2	0.49	0.29	BIT	1300	1.89	10	0.08
Greenville	S	1100		E	1	1.28	0.28	BIT	1300	0.78	10	1.28
Greenville	S	1100		E	1.28	1.86	0.58	BIT	1300	0.78	10	1.28
Greenville	S	524		E		0.37	0.37	BIT	1260	2.47	5	0.00
Greenville	S	1145		N		0.18	0.18	BIT	1260	0	5	0.00
Greenville	S	494		E		0.25	0.25	BIT	1250	2.01	2.5	0.72
Greenville	S	211		N	0.33	0.39	0.06	BIT	1223	2.76	2.5	0.30
Greenville	S	570		E		0.4	0.4	BIT	1218	2.68	10	0.00
Greenville	S	570		E	0.4	1.19	0.79	BIT	1218	2.31	10	0.00
Greenville	S	156		E	1.52	3.17	1.65	BIT	1200	2.48	10	0.02
Greenville	S	156		E	3.17	3.19	0.02	BIT	1200	2.48	10	0.02
Greenville	S	374		E	0.93	1.54	0.61	BIT	1200	2.35	10	0.68
Greenville	S	47		N	1.3	1.85	0.55	BIT	1200	2.28	10	2.37
Greenville	S	411		N	0.93	2.44	1.51	BIT	1200	1.78	10	0.48
Greenville	S	992		E		0.59	0.59	BIT	1200	1.73	5	0.57
Greenville	S	1969		N	0.2	0.5	0.3	BIT	1200	1.69	5	0.00
Greenville	S	541		N		3	3	BIT	1200	1.68	10	0.10
Greenville	S	541		N	3.1	3.19	0.09	BIT	1200	1.43	10	0.00
Greenville	S	541		N	3	3.1	0.1	BIT	1200	1.41	10	0.00
Greenville	S	75		N		0.16	0.16	BIT	1200	1.32	10	2.47
Greenville	S	47		N		1	1	BIT	1200	1.04	10	6.31
Greenville	S	47		N	1	1.3	0.3	BIT	1200	1.04	10	6.31
Greenville	S	442		E	0.1	0.18	0.08	BIT	1188	2.53	2.5	0.00
Greenville	S	522		E		1.33	1.33	BIT	1188	2.26	2.5	0.77
Greenville	S	555		N		0.3	0.3	BIT	1188	1.89	2.5	0.00
Greenville	S	442		E		0.1	0.1	BIT	1188	1.35	2.5	4.00
Greenville	S	1096		E		0.36	0.36	BIT	1176	2.17	10	0.03
Greenville	S	677		N		1.85	1.85	BIT	1154	2.19	2.5	0.28
Greenville	S	681		N		0.77	0.77	BIT	1150	2.4	10	0.04

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	540		E	5.7	5.72	0.02	BIT	600	2.36	10	0.55
Greenville	S	540		E	5.72	5.89	0.17	BIT	600	2.36	10	0.55
Greenville	S	540		E	5.89	6.61	0.72	BIT	600	2.36	10	0.55
Greenville	S	68		E		0.005	0.005	BIT	600	2.27	10	0.17
Greenville	S	68		E	0.005	0.03	0.025	BIT	600	2.27	10	0.17
Greenville	S	68		E	0.03	0.7	0.67	BIT	600	2.27	10	0.17
Greenville	S	540		E	5.6	5.7	0.1	BIT	600	2.2	10	0.00
Greenville	S	67		N		0.637	0.637	BIT	600	2.19	10	0.00
Greenville	S	67		N	0.637	0.64	0.003	BIT	600	2.19	10	0.00
Greenville	S	329		N		1.5	1.5	BIT	600	2.17	10	0.23
Greenville	S	1968		E	0.42	0.84	0.42	BIT	600	2.12	5	0.53
Greenville	S	68		E	3.7	6.1	2.4	BIT	600	2.08	10	0.39
Greenville	S	609		N		0.17	0.17	BIT	600	2.04	10	0.26
Greenville	S	609		N	0.17	0.28	0.11	BIT	600	2.04	10	0.26
Greenville	S	609		N	0.28	0.67	0.39	BIT	600	2.04	10	0.26
Greenville	S	609		N	0.67	1	0.33	BIT	600	2.04	10	0.26
Greenville	S	68		E	0.7	3.7	3	BIT	600	1.98	10	0.33
Greenville	S	401		N		0.45	0.45	BIT	594	2.52	2.5	0.19
Greenville	S	478		E		0.58	0.58	BIT	594	2.39	2.5	0.19
Greenville	S	1055		N		0.08	0.08	BIT	594	2.2	2.5	0.30
Greenville	S	367		N		0.49	0.49	BIT	594	2.12	2.5	0.80
Greenville	S	1039		N		0.12	0.12	BIT	594	2.03	2.5	1.83
Greenville	S	414		E		0.15	0.15	BIT	594	1.36	2.5	0.07
Greenville	S	232		E		0.34	0.34	BIT	592	2.13	2.5	0.17
Greenville	S	495		N		0.49	0.49	BIT	589	2.43	2.5	1.11
Greenville	S	955		N		0.51	0.51	BIT	586	2.06	2.5	0.57
Greenville	S	955		N	0.51	0.87	0.36	BIT	586	2.06	2.5	0.57
Greenville	S	869		N	2.39	2.87	0.48	BIT	579	1.97	5	0.17
Greenville	S	869		N		1.83	1.83	BIT	579	1.97	5	0.17
Greenville	S	869		N	1.83	2.387	0.557	BIT	579	1.97	5	0.17
Greenville	S	869		N	2.387	2.39	0.003	BIT	579	1.97	5	0.17

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	84		E	3.096	3.39	0.294	BIT	700	2.16	10	29.24
Greenville	S	84		E	2.84	3	0.16	BIT	700	1.95	10	3.00
Greenville	S	265		N		0.15	0.15	BIT	688	2.42	2.5	0.40
Greenville	S	704		E		0.01	0.01	BIT	688	2.39	2.5	0.33
Greenville	S	704		E	0.01	0.24	0.23	BIT	688	2.39	2.5	0.33
Greenville	S	795		N		0.32	0.32	BIT	688	2.17	2.5	0.00
Greenville	S	910		E		0.14	0.14	BIT	688	2.1	2.5	9.80
Greenville	S	910		E	0.14	0.17	0.03	BIT	688	2.1	2.5	9.80
Greenville	S	863		N		0.17	0.17	BIT	688	2.06	2.5	8.35
Greenville	S	520		E	0.6	0.71	0.11	BIT	688	2.01	2.5	0.27
Greenville	S	484		E		0.65	0.65	BIT	688	1.86	2.5	0.06
Greenville	S	520		E		0.6	0.6	BIT	688	1.73	2.5	0.53
Greenville	S	550		E	0.6	0.73	0.13	BIT	685	2.08	2.5	0.42
Greenville	S	550		E	0.73	0.84	0.11	BIT	685	2.08	2.5	0.42
Greenville	S	550		E	0.84	1.58	0.74	BIT	685	2.08	2.5	0.42
Greenville	S	327	SPR	N		0.06	0.06	BIT	683	0	10	0.00
Greenville	S	270		E		3	3	BIT	660	2.23	5	0.19
Greenville	S	270		E	3	3.71	0.71	BIT	660	2.11	5	0.00
Greenville	S	569	SPR	N	0.4	0.54	0.14	BIT	660	2.03	5	0.69
Greenville	S	212		E		0.9	0.9	BIT	653	2.27	2.5	1.18
Greenville	S	718		E		0.2	0.2	BIT	625	2.24	2.5	2.00
Greenville	S	366		E	0.06	0.51	0.45	BIT	625	2.14	2.5	0.73
Greenville	S	373		N	0.4	0.92	0.52	BIT	625	2.02	2.5	5.88
Greenville	S	923		N		0.2	0.2	BIT	625	1.95	2.5	0.05
Greenville	S	487		N		1	1	BIT	625	1.93	2.5	0.29
Greenville	S	860		E		0.5	0.5	BIT	625	1.46	2.5	4.51
Greenville	S	525		N		0.4	0.4	BIT	609	2.82	10	0.00
Greenville	S	525		N	0.4	1.34	0.94	BIT	609	2.45	10	0.04
Greenville	S	315		N		3	3	BIT	603	2.41	5	1.51
Greenville	S	329		N	1.5	2.09	0.59	BIT	600	2.71	10	0.02
Greenville	S	569		N		0.54	0.54	BIT	600	2.65	10	6.38

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	531		N		0.4	0.4	BIT	750	2.25	2.5	0.48
Greenville	S	957		N		0.33	0.33	BIT	750	2.21	2.5	1.87
Greenville	S	361		N		0.55	0.55	BIT	750	2.01	2.5	0.09
Greenville	S	880		E		0.86	0.86	BIT	750	1.95	10	0.20
Greenville	S	601		N		0.45	0.45	BIT	750	1.94	10	0.82
Greenville	S	602		E	0.18	0.41	0.23	BIT	750	1.9	2.5	0.96
Greenville	S	531		N	0.4	0.51	0.11	BIT	750	1.76	2.5	0.00
Greenville	S	519		N		0.81	0.81	BIT	750	1.62	2.5	0.36
Greenville	S	687		N		0.34	0.34	BIT	748	2.12	2.5	2.16
Greenville	S	687		N	0.34	0.37	0.03	BIT	748	2.12	2.5	2.16
Greenville	S	886		E		0.45	0.45	BIT	738	2.23	2.5	0.50
Greenville	S	600		E		0.22	0.22	BIT	738	2.18	2.5	0.95
Greenville	S	716		E		0.34	0.34	BIT	720	2.38	5	0.34
Greenville	S	560		E		2.7	2.7	BIT	720	1.84	5	15.62
Greenville	S	560		E	2.7	4.54	1.84	BIT	720	1.08	5	16.73
Greenville	S	631		N		0.55	0.55	BIT	719	2.36	2.5	0.44
Greenville	S	471		N		0.31	0.31	BIT	719	1.86	2.5	2.03
Greenville	S	84		E	2.37	2.51	0.14	BIT	700	3.17	10	0.00
Greenville	S	84		E	4.14	4.19	0.05	BIT	700	3.08	10	0.80
Greenville	S	84		E	1.74	2.19	0.45	BIT	700	3	10	0.00
Greenville	S	84		E	4.64	5.33	0.69	BIT	700	2.86	10	3.94
Greenville	S	84		E	3.39	3.85	0.46	BIT	700	2.81	10	0.04
Greenville	S	327		N	1.2	2.05	0.85	BIT	700	2.73	10	0.01
Greenville	S	84		E		0.44	0.44	BIT	700	2.51	10	0.36
Greenville	S	84		E	0.44	1.55	1.11	BIT	700	2.51	10	0.36
Greenville	S	84		E	1.55	1.62	0.07	BIT	700	2.51	10	0.36
Greenville	S	84		E	1.62	1.63	0.01	BIT	700	2.51	10	0.36
Greenville	S	84		E	1.63	1.73	0.1	BIT	700	2.51	10	0.36
Greenville	S	84		E	1.73	1.74	0.01	BIT	700	2.41	10	0.00
Greenville	S	327		N		1.2	1.2	BIT	700	2.31	10	0.19
Greenville	S	84		E	3	3.096	0.096	BIT	700	2.16	10	29.24

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	562		E	0.15	0.16	0.01	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.16	0.21	0.05	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.21	0.23	0.02	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.23	0.3	0.07	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.3	0.56	0.26	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.56	0.6	0.04	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.6	0.61	0.01	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.61	0.64	0.03	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	0.64	2.41	1.77	BIT	900	2.15	7.5	0.02
Greenville	S	562		E	2.41	2.55	0.14	BIT	900	2.15	7.5	0.02
Greenville	S	332		E		0.76	0.76	BIT	894	2.46	2.5	0.44
Greenville	S	332		E	0.76	1.78	1.02	BIT	894	2.46	2.5	0.44
Greenville	S	417		N	0.77	1.09	0.32	BIT	875	2.7	2.5	0.00
Greenville	S	441		N		0.2	0.2	BIT	875	2.29	2.5	0.26
Greenville	S	1006		E		0.04	0.04	BIT	875	2.11	2.5	0.00
Greenville	S	1043		N		0.75	0.75	BIT	875	1.9	2.5	1.87
Greenville	S	902		E		0.05	0.05	BIT	844	3.02	10	0.00
Greenville	S	902		E	0.05	0.08	0.03	BIT	844	3.02	10	0.00
Greenville	S	902		E	0.08	0.58	0.5	BIT	844	3.02	10	0.00
Greenville	S	689		N		0.3	0.3	BIT	813	2.33	2.5	0.10
Greenville	S	595		N	0.56	0.6	0.04	BIT	813	1.94	2.5	0.00
Greenville	S	647		N		0.47	0.47	BIT	813	1.46	2.5	0.19
Greenville	S	689		N	0.3	0.41	0.11	BIT	813	1.42	2.5	0.18
Greenville	S	132		E	3	3.96	0.96	BIT	800	2.38	10	0.01
Greenville	S	563		N	0.778	0.78	0.002	BIT	797	2.67	10	0.02
Greenville	S	563		N	0.78	1.877	1.097	BIT	797	2.67	10	0.02
Greenville	S	563		N	1.877	2.29	0.413	BIT	797	2.67	10	0.02
Greenville	S	563		N	2.29	3	0.71	BIT	797	2.67	10	0.02
Greenville	S	44		E	0.3	2.4	2.1	BIT	754	2.45	10	0.00
Greenville	S	44		E	2.4	2.59	0.19	BIT	754	2.21	10	0.00
Greenville	S	97		N		3	3	BIT	750	2.62	10	0.18

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	376		E		0.29	0.29	BIT	1000	2	2.5	0.52
Greenville	S	278		E	3	3.07	0.07	BIT	1000	1.97	10	0.00
Greenville	S	278		E		0.537	0.537	BIT	1000	1.34	10	0.06
Greenville	S	278		E	0.537	3	2.463	BIT	1000	1.34	10	0.06
Greenville	S	234		E	0.65	1.95	1.3	BIT	998	2.01	10	1.19
Greenville	S	234		E	0.55	0.65	0.1	BIT	998	2.01	10	1.19
Greenville	S	157		N		1.219	1.219	BIT	988	2.18	2.5	0.02
Greenville	S	157		N	1.219	1.22	0.001	BIT	988	2.18	2.5	0.02
Greenville	S	157		N	1.22	1.72	0.5	BIT	988	2.18	2.5	0.02
Greenville	S	563		N	3	3.1	0.1	BIT	950	2.47	10	0.00
Greenville	S	563		N	3.1	3.37	0.27	BIT	950	2.47	10	0.00
Greenville	S	563		N	3.37	3.49	0.12	BIT	950	2.47	10	0.00
Greenville	S	1297		N		0.35	0.35	BIT	950	2.09	10	0.48
Greenville	S	1297		N	0.35	0.5	0.15	BIT	950	2.09	10	0.48
Greenville	S	132		E		0.003	0.003	BIT	947	1.99	10	0.14
Greenville	S	132		E	0.003	3	2.997	BIT	947	1.99	10	0.14
Greenville	S	633		N		0.42	0.42	BIT	938	2.24	2.5	0.00
Greenville	S	794		E		0.18	0.18	BIT	938	2.11	2.5	0.31
Greenville	S	641		N		0.34	0.34	BIT	938	1.97	2.5	0.15
Greenville	S	114		E	0.43	0.5	0.07	BIT	930	2.16	5	0.00
Greenville	S	114		E	1.18	1.3	0.12	UnP	930	1.92	5	0.00
Greenville	S	114		E	0.5	1.18	0.68	BIT	930	1.66	5	0.49
Greenville	S	451		N		2.78	2.78	BIT	928	2.87	10	0.00
Greenville	S	153		N		0.29	0.29	BIT	900	3.15	10	0.00
Greenville	S	153		N	0.29	0.43	0.14	BIT	900	3.15	10	0.00
Greenville	S	153		N	0.43	0.45	0.02	BIT	900	3.15	10	0.00
Greenville	S	153		N	0.45	0.58	0.13	BIT	900	3.15	10	0.00
Greenville	S	153		N	0.58	0.76	0.18	BIT	900	3.15	10	0.00
Greenville	S	455		N	3	5.786	2.786	BIT	900	2.91	10	0.01
Greenville	S	455		N	5.786	5.79	0.004	BIT	900	2.91	10	0.01
Greenville	S	455		N	5.79	5.81	0.02	BIT	900	2.91	10	0.01

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	212		E	0.9	1.05	0.15	BIT	1150	1.53	2.5	1.20
Greenville	S	527		N		0.22	0.22	BIT	1145	2.5	2.5	0.46
Greenville	S	527		N	0.22	0.23	0.01	BIT	1145	2.5	2.5	0.46
Greenville	S	527		N	0.23	0.67	0.44	BIT	1145	2.5	2.5	0.46
Greenville	S	278	CON	E		0.09	0.09	BIT	1140	2.25	5	0.00
Greenville	S	191		N	1.69	2.555	0.865	BIT	1130	1.13	5	1.46
Greenville	S	191		N	2.555	3	0.445	BIT	1130	1.13	5	1.46
Greenville	S	191		N		1.69	1.69	BIT	1130	1.13	5	1.46
Greenville	S	888		E		0.35	0.35	BIT	1125	2.38	2.5	0.18
Greenville	S	596		E	0.6	0.87	0.27	BIT	1125	2.33	2.5	1.71
Greenville	S	482		E		0.09	0.09	BIT	1125	2.17	2.5	2.00
Greenville	S	482		E	0.09	0.11	0.02	BIT	1125	1.9	2.5	1.60
Greenville	S	466		E		0.66	0.66	BIT	1100	2.23	10	0.03
Greenville	S	1967		N		0.39	0.39	BIT	1100	1.91	5	1.99
Greenville	S	597		N	0.74	1.83	1.09	BIT	1075	2	2.5	0.89
Greenville	S	1687		N	0.52	0.85	0.33	BIT	1063	2.19	2.5	0.00
Greenville	S	1071		N		0.29	0.29	BIT	1063	1.79	2.5	0.03
Greenville	S	349		N		0.6	0.6	BIT	1063	1.74	2.5	4.15
Greenville	S	46		E	3	6	3	BIT	1050	1.98	5	1.74
Greenville	S	46		E	6	7.411	1.411	BIT	1050	1.87	5	5.65
Greenville	S	46		E	7.411	7.42	0.009	BIT	1050	1.87	5	5.65
Greenville	S	763		N		0.05	0.05	BIT	1000	2.85	2.5	0.00
Greenville	S	583		N		1.04	1.04	BIT	1000	2.53	2.5	0.54
Greenville	S	763		N	0.05	0.07	0.02	BIT	1000	2.44	2.5	0.00
Greenville	S	772		E		0.3	0.3	BIT	1000	2.4	2.5	1.92
Greenville	S	315		N	3	4.47	1.47	BIT	1000	2.38	5	0.19
Greenville	S	686		E		0.13	0.13	BIT	1000	2.19	2.5	1.94
Greenville	S	598		E		0.3	0.3	BIT	1000	2.18	2.5	0.50
Greenville	S	737		N	0.6	1.23	0.63	BIT	1000	2.09	2.5	1.50
Greenville	S	598		E	0.3	0.57	0.27	BIT	1000	2.06	2.5	0.35
Greenville	S	213		N		0.5	0.5	BIT	1000	2.05	2.5	2.52

No Specific Ranking List exists for CMAQ projects since Rock Hill MPO is the only non-attainment area in the State of SC.

South Carolina Department of Transportation
Engineering Directive Memorandum

Number: 61

Primary Department: Planning

Referrals: South Carolina Code of Laws Sections 57-1-370 and 57-1-460

Subject: Congestion Management/Air Quality (CMAQ) Project Selection Process

Act 114 of 2007 established changes to the South Carolina Code of Laws, adding Sections 57-1-370 and 57-1-460, which require the South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides details of the engineering ranking process for the selection of CMAQ projects, using the criteria approved by the SCDOT Commission (Commission) at its July 18, 2007 meeting. The engineering ranking of projects may be considered by the Commission in developing a project priority list.

This engineering directive details the process for ranking CMAQ projects based on an air quality benefits analysis. As of the date of this directive, all projects currently approved in this program category and all future program projects presented to the Commission for approval will abide by the following requirements. All projects ranked and presented to the Commission since June 27, 2007 were selected using this process.

The federal CMAQ program is jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in consultation with the Environmental Protection Agency (EPA). The administering agencies make the final determination on eligibility of projects for CMAQ. Interagency coordination is required throughout the process to ensure methods are acceptable by all parties. In addition to FHWA, FTA, and EPA, the interagency consultation group includes SCDOT, the South Carolina Department of Health and Environmental Control (SCDHEC), the metropolitan planning organization (MPO) and involved stakeholders with the MPO.

CMAQ projects must be within nonattainment or maintenance areas and must come from a conforming long-range transportation plan and transportation improvement program (TIP) or the current statewide transportation improvement program (STIP) in areas without metropolitan planning organizations (MPO). Air quality analysis is required on all projects and must result in emission reductions. In addition to meeting basic eligibility requirements, the completion of the National Environmental Policy Act process is required for each approved project.

CMAQ program allocation procedures within the state are determined by SCDOT. SCDOT is not obligated to allocate CMAQ funds in the same manner in which they are apportioned. CMAQ allocations to nonattainment or maintenance areas may be based on documented air

quality benefit analysis results, performed and submitted by the MPO/COG. Priority consideration in funding projects should be given to those that will create the greatest emissions reduction for the least cost.

The methodology to be used for emissions analysis must be approved through interagency consultation. A list of selected projects and the associated air quality benefit methodologies will be submitted to SCDOT for review and comment. Interagency consultation may be needed for concurrence on project eligibility. The MPO study team or technical group will recommend a final project list to the MPO governing board for their final approval, prior to the projects being submitted to the SCDOT Commission for approval. Project applications receiving final approval by the MPO will be submitted to the SCDOT Office of Planning.

The emissions analysis results for all projects, in all nonattainment and/or maintenance areas within the state, receiving final approval from the MPO governing board will also be submitted, along with the applications, to the SCDOT Office of Planning for review. Results will be collectively ranked according to cost benefit ratio to determine which proposed projects have the greatest air quality benefit. Projects will be recommended to the Commission with consideration of available funding.

SCDOT will forward the application packet to FHWA for eligibility determination and sign-off prior to seeking Commission approval. The packet going to FHWA shall include a letter from the director of planning requesting concurrence to add projects to the STIP, a copy of the letter from the MPO that was submitted along with the applications, the project applications, and the emissions analysis results.

The SCDOT Commission must approve the CMAQ projects prior to a TIP amendment by the MPO governing board to add the projects. Once the Commission approves the projects, the MPO may then go through the TIP amendment process. After SCDOT receives notification that the public comment period is complete, the Commission will be asked to approve inclusion of the projects in the STIP.

In general, the number of projects submitted for approval by the Commission for CMAQ projects should be limited to the amount of annual funding available for these types of projects. These limits on the number of approved projects are necessary since the information used in the ranking process is dynamic and information used will change over time.

Submitted by: *Ron K. Patton*
Director of Planning

Recommended by: *John V. Walsh*
Chief Engineer for Planning, Location, and Design

Approved: *Tony L. Chapman*
Deputy Secretary for Engineering

Effective Date: *January 14, 2009*

Original signed by Deputy Secretary for Engineering Tony L. Chapman, P.E. January 14, 2009. All original engineering directives maintained by the Office of the Deputy Secretary for Engineering.

Ranking List for Federal Aid Bridge Replacement Projects Approved by SCDOT Commission on April 2014

Rank	District	County	Bridge ID	Facility Carried	Feature Intersected	Recommend	Estimated Cost	Comments	Running Total
262	2	4	0470007500300	S-4-75	U.S. 29	Replace	$4,405,000		$4,405,000
326	2	24	2440003400100	SC 34	WILSON CREEK	Replace	$6,665,000		$11,070,000
328	2	36	3640003400400	SC 34	NS RR .	Replace	$6,156,000		$17,226,000
1	3	23	2370027200200	S-23-272	REEDY RIVER	Replace	$3,495,000		$20,721,000
2	7	2	0240042100100	SC 421	LITTLE HORSE CREEK	Replace	$4,260,000		$24,981,000
3	6	10	1040016500400	SC 165	CAW CAW SWAMP-NO.2	Replace	$4,736,000		$29,717,000
4	4	13	1370003900100	S-13-39	LITTLE FORK CREEK	Replace	$2,210,000		$31,927,000
5	6	10	1040016500500	SC 165	CAW CAW SWAMP-NO.3	Replace	$4,701,000		$36,628,000
6	4	13	1320000100400	US 1	BLACK CREEK	Replace	$8,300,000	Adjacent culvert (1320000100400) may be impacted	$44,928,000
	4	13	1320000100400	US 1	LITTLE ALLIGATOR CREEK				$44,928,000
7	4	46	4620002103300	US 21 BUS	STEEL CREEK-FT.MILL-	Replace	$5,900,000		$50,828,000
8	6	8	0870079100500	S-8-791	N. MULBERRY CREEK	Replace	$4,435,000		$55,263,000
9	5	16	1620005203100	US 52 BUS	SWIFT CREEK	Replace	$3,530,000		$58,793,000
10	6	15	1540064100200	SC 641	WILLOW SWAMP	Replace	$3,885,000		$62,678,000
11	6	10	1040016500300	SC 165	CAW CAW SWAMP-NO.1	Replace	$5,088,000		$67,766,000
12	4	29	2970005100200	S-29-51	GILLS CREEK	Replace	$2,730,000		$70,496,000
13	5	22	2220001707300	US 17 ALT	SAMPIT RIVER	Replace	$2,720,000		$73,216,000
14	7	5	0520030130400	US 301	S. EDISTO RIVER	Replace	$10,640,000		$83,856,000
15	1	28	2820000100600	US 1	S.C.L. RR (NO. 3)	Replace	$5,880,000		$89,736,000
16	7	14	1420030101700	US 301	PUDDING SWAMP (NO. 2)	Replace	$2,680,000		$92,416,000
17	4	11	1120002900100	US 29	SOUTHERN RWY.	Replace	$8,345,000		$100,761,000
18	7	14	1420030101800	US 301	PUDDING SWAMP (NO. 1)	Replace	$2,680,000		$103,441,000
19	4	46	4640007200100	SC 72	STONY FORK CREEK	Replace	$4,350,000		$107,791,000
20	6	15	1520002100300	US 21	SANDY RUN CREEK	Replace	$4,800,000		$112,591,000
21	5	21	2120007600100	US 76	LYNCHES RIVER	Replace	$14,560,000		$127,151,000
22	5	22	2220070100100	US 701	SIX MILE CREEK	Replace	$3,840,000		$130,991,000
23	1	32	3220002100600	US 21	CONGAREE CREEK	Replace	$6,750,000	Adjacent culvert (3220002100500) may be impacted	$137,741,000
	1	32	3220002100500	US 21	CONGAREE CREEK				$137,741,000

To be updated based on May 2015 Commission Action

South Carolina Department of Transportation
Engineering Directive Memorandum

Number: 51

Primary Department: Maintenance

Referrals: South Carolina Code of Laws Sections 57-1-370 and 57-1-460

Subject: Bridge Replacement Project Selection Process

Act 114 of 2007 established changes to South Carolina Code of Laws, adding sections 57-1-370 and 57-1-460, which require the South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides details of the engineering process for selection of bridge replacement projects, using the criteria approved by the SCDOT Commission (Commission) at its July 18, 2007 meeting. The engineering ranking of projects may be considered by the Commission in developing a bridge replacement and preservation program. This engineering directive details the process for ranking bridge replacement needs based on an engineering perspective.

SCDOT has approximately 8,341 bridges. Due to funding sources and restrictions, bridges are ranked in two distinct categories: those located on federal aid-eligible routes and those located on routes not eligible for federal funds (off system). Bridge replacement projects are not eligible for federal funding unless they have a sufficiency rating less than 50. Therefore, only bridges with a sufficiency rating less than 50 will be considered for replacement unless special circumstances arise and justification is provided. SCDOT will use this same approach for bridge replacement projects utilizing 100 percent state funds. Please note the sufficiency rating formula is a Federal Highway Administration (FHWA) method of evaluating factors that indicate a bridge's sufficiency to remain in service.

The following commission-approved criteria will be used along with the Pontis Bridge Management System to perform a network analysis that formulates preservation and improvement policies for use in evaluating the needs of each bridge on the state system. An initial candidate list will be generated from the analysis and reviewed by staff to establish the engineering ranking for bridge replacement/rehabilitation projects:

Pontis (75 percent or 750 points)

- ***Structural condition.*** This is the bridge's condition as compared to a new condition and is determined by detailed inspection data.
- ***Traffic Status.*** Traffic status is a reflection of the actual operational status of the structure (closed, load-restricted, or recommended for load restriction).

- ***Average daily traffic (ADT).*** ADT is the average traffic volume per day, including trucks.

- ***Average daily truck traffic percentage (ADTT%).*** ADTT is the percentage of ADT that is truck traffic, converted to truck volume.

- ***Detour length.*** Detour length is the additional distance one would have to travel if the bridge must be closed or load-restricted.

Engineering Judgment Criteria (25 percent or 250 points)

- ***District maintenance capabilities, frequency of repairs, effectiveness of repairs, funding availability, including contracts (30 points).*** This item is used to evaluate bridge repair history, needs, and effectiveness. Funding availability should also be considered. Emergency repairs may be necessary if justified but should generally not be used as a mechanism for accommodating project delays.

- ***Coordination with other SCDOT projects (no points).*** This criteria is only used as a scheduled project check that may allow for some benefits to the public and SCDOT. It should not be used to delay a project if the need is justified and the project needs to proceed in the interest of public safety or economic development.

- ***Additional engineering review of rehabilitation-vs-replacement options (no points).*** This criterion is used as a qualitative and long-term analysis of rehabilitation projects. This is necessary due to certain federal constraints and to ensure that the optimal long-term solution is obtained based on conditions, need, and funding levels.

- ***Current and future economic/industrial development (45 points).*** This criterion is used to measure current and future needs and benefits provided to existing or future developments. This is a very key component, as our infrastructure relates to the needs of economic development and also has a trickledown effect when states are recruiting economic development.

- ***Route continuity and river basin upgrades (30 points).*** This criterion provides for ensuring that needed route upgrades are justified and provide both short- and long-term benefit. It also provides a mechanism to ensure that our river basins receive additional consideration since these bridges are generally larger, carry more traffic, and also have significant detours if major work or restrictions are required.

- ***Improved emergency services and emergency evacuation routes (20 points).*** This criterion ensures that emergency services such as fire and ambulance are considered and that interruptions are minimal. It also ensures that hurricane evacuation routes are maintained to a high level, as well as primary and secondary lifeline routes for seismic response.

- ***Strategic and network planning for current and future needs (25 points).*** This criterion ensures that SCDOT considers current and long-term needs in consideration of how decisions affect the entire network of both existing and planned infrastructure improvements and new infrastructure assets.

- ***Environmental impacts (65 points).*** This criterion is only to identify time-dependent projects that require advanced planning, design, or permit issues. It should be carefully used to rank projects and schedules should be carefully planned in the interest of public safety, continuity, connectivity, and economic benefit.

- ***Current and future housing developments (15 points).*** These developments should be analyzed in terms of how much impact new developments have when constructed and also in terms of getting construction supplies into the site.

- ***New schools and/or changes in bus routes (20 points).*** These developments should be analyzed in terms of how much impact new schools have when constructed and also in terms of getting construction supplies into the site. Since school bus routes are relative to the population and location of school-aged students and can change from year to year, close coordination with school districts is necessary.

Using the above criteria, an engineering ranking of bridges will be developed for federal and state programs. Upon completion of the selection process, the Engineering Division will present the appropriate bridge replacement and improvement program to the Commission for approval.

In general, the number of projects submitted for Commission approval should not exceed three years of anticipated federal/state funding available for these types of projects. Information used in the ranking process is dynamic and individual bridge ranking numbers may change over time.

Approved: [redacted]
Deputy Secretary for Engineering

Effective Date: 5/30/2011

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	535		N	1.992	1.994	0.002	BIT	120	1.61	5	1.01
Greenville	S	535		N	1.994	1.996	0.002	BIT	120	1.61	5	1.01
Greenville	S	535		N	1.996	2.024	0.028	BIT	120	1.61	5	1.01
Greenville	S	535		N	2.024	2.159	0.135	BIT	120	1.61	5	1.01
Greenville	S	535		N	2.159	2.16	0.001	BIT	120	1.61	5	1.01
Greenville	S	1148		E		0.319	0.319	BIT	120	0	5	0.00
Greenville	S	1147		N		0.17	0.17	BIT	120	0	5	0.00
Greenville	S	1148		E	0.319	0.73	0.411	BIT	120	0	5	0.00
Greenville	S	1166		E		0.07	0.07	BIT	120	0	5	0.00
Greenville	S	1171		N		0.23	0.23	BIT	120	0	5	0.00
Greenville	S	1173		N		0.12	0.12	BIT	120	0	2.5	0.00
Greenville	S	1174		E		0.13	0.13	BIT	120	0	5	0.00
Greenville	S	1093		N	1.15	1.19	0.04	BIT	118	2.89	10	0.00
Greenville	S	1093		N	0.8	1.15	0.35	BIT	118	2.72	10	0.00
Greenville	S	1126		E		0.1	0.1	BIT	118	1.83	10	0.00
Greenville	S	1165		N		0.35	0.35	BIT	116	0	10	0.00
Greenville	S	1095	SPR	N		0.26	0.26	BIT	112	0	10	0.00
Greenville	S	101		N	3	4.14	1.14	BIT	107	2.15	7.5	8.65
Greenville	S	101		N	4.14	4.75	0.61	BIT	107	2.15	7.5	8.65
Greenville	S	223		N		0.25	0.25	BIT	100	2.12	7.5	0.08
Greenville	S	101		N		2.18	2.18	BIT	100	2.04	7.5	0.16
Greenville	S	101		N	2.18	3	0.82	BIT	100	2.04	7.5	0.16
Greenville	S	1063		N		0.11	0.11	BIT	63	2.09	2.5	0.00
Greenville	S	176		E		0.7	0.7	BIT	25	1.95	7.5	4.54

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	614		E		0.16	0.16	BIT	121	2.01	5	0.24
Greenville	S	614		E	0.16	0.54	0.38	BIT	121	2.01	5	0.24
Greenville	S	336		E		0.06	0.06	BIT	120	2.61	5	0.00
Greenville	S	470		E		0.14	0.14	BIT	120	2.55	5	0.00
Greenville	S	56		E	0.04	0.8	0.76	BIT	120	2.47	5	0.04
Greenville	S	319		N		0.212	0.212	BIT	120	2.41	5	0.65
Greenville	S	319		N	0.212	2.95	2.738	BIT	120	2.41	5	0.65
Greenville	S	535		N	0.7	1	0.3	BIT	120	2.38	5	0.53
Greenville	S	50		E	3	4.5	1.5	BIT	120	2.36	5	0.01
Greenville	S	50		E		3	3	BIT	120	2.35	5	0.20
Greenville	S	229		N		0.29	0.29	BIT	120	2.34	5	1.28
Greenville	S	393		N		0.3	0.3	BIT	120	2.32	5	0.00
Greenville	S	713		N		0.48	0.48	BIT	120	2.29	5	0.02
Greenville	S	713		N	0.48	0.51	0.03	BIT	120	2.29	5	0.02
Greenville	S	98		E	0.45	0.7	0.25	BIT	120	2.27	5	1.04
Greenville	S	151		N		0.1	0.1	BIT	120	2.22	5	0.00
Greenville	S	222		E		0.81	0.81	BIT	120	2.18	5	44.78
Greenville	S	873		N	0.1	0.3	0.2	BIT	120	2.03	5	14.85
Greenville	S	98		E	0.7	0.78	0.08	BIT	120	2.02	5	0.60
Greenville	S	872		E		0.1	0.1	BIT	120	2.02	5	9.20
Greenville	S	309		N		0.22	0.22	BIT	120	1.95	5	2.80
Greenville	S	539		N	0.17	0.41	0.24	BIT	120	1.8	5	6.45
Greenville	S	874		E		0.17	0.17	BIT	120	1.74	5	6.04
Greenville	S	873		N	0.3	0.44	0.14	BIT	120	1.72	5	13.00
Greenville	S	875		N		0.27	0.27	BIT	120	1.66	5	0.00
Greenville	S	535		N	1	1.85	0.85	BIT	120	1.61	5	1.01
Greenville	S	535		N	1.85	1.852	0.002	BIT	120	1.61	5	1.01
Greenville	S	535		N	1.852	1.87	0.018	BIT	120	1.61	5	1.01
Greenville	S	535		N	1.87	1.949	0.079	BIT	120	1.61	5	1.01
Greenville	S	535		N	1.949	1.956	0.007	BIT	120	1.61	5	1.01
Greenville	S	535		N	1.956	1.992	0.036	BIT	120	1.61	5	1.01

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	1970		E		0.15	0.15	BIT	125	1.76	2.5	0.00
Greenville	S	766		E		0.11	0.11	BIT	125	1.71	2.5	0.09
Greenville	S	821		N		0.09	0.09	BIT	125	1.71	2.5	0.30
Greenville	S	576		E		0.32	0.32	BIT	125	1.69	2.5	0.00
Greenville	S	835		N		0.19	0.19	BIT	125	1.68	2.5	0.73
Greenville	S	290		E	0.1	0.2	0.1	BIT	125	1.67	2.5	0.10
Greenville	S	433		N		0.15	0.15	BIT	125	1.67	2.5	3.30
Greenville	S	289		N		0.19	0.19	BIT	125	1.62	2.5	1.14
Greenville	S	818		E		0.14	0.14	BIT	125	1.62	2.5	0.46
Greenville	S	788		E		0.1	0.1	BIT	125	1.61	2.5	2.40
Greenville	S	358		E		0.1	0.1	BIT	125	1.6	2.5	2.30
Greenville	S	810		E		0.08	0.08	BIT	125	1.59	2.5	0.30
Greenville	S	797		N		0.1	0.1	BIT	125	1.58	2.5	0.00
Greenville	S	796		E		0.1	0.1	BIT	125	1.57	2.5	0.10
Greenville	S	800		E		0.11	0.11	BIT	125	1.56	2.5	0.00
Greenville	S	808		E		0.66	0.66	BIT	125	1.47	2.5	2.00
Greenville	S	822		E		0.38	0.38	BIT	125	1.45	2.5	0.23
Greenville	S	769		N		0.2	0.2	BIT	125	1.34	2.5	0.00
Greenville	S	840		E		0.22	0.22	BIT	125	1.25	2.5	0.17
Greenville	S	823		N	0.1	0.31	0.21	BIT	125	0.87	2.5	0.12
Greenville	S	823		N		0.1	0.1	BIT	125	0.17	2.5	3.70
Greenville	S	436	SPR	E		0.09	0.09	BIT	125	0	2.5	0.00
Greenville	S	964		E		0.15	0.15	BIT	125	0	2.5	0.00
Greenville	S	1078		E		0.04	0.04	BIT	125	0	2.5	0.00
Greenville	S	1157		N		0.19	0.19	BIT	125	0	2.5	0.00
Greenville	S	1159		N		0.23	0.23	BIT	125	0	2.5	0.00
Greenville	S	1163		N		0.04	0.04	BIT	125	0	2.5	0.00
Greenville	S	1170		E		0.09	0.09	BIT	125	0	2.5	0.00
Greenville	S	1911		N		0.08	0.08	BIT	125	0	2.5	0.00
Greenville	S	1136		E		3	3	BIT	123	2.28	10	0.11
Greenville	S	1136		E	3	3.6	0.6	BIT	123	1.86	10	0.07

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	323		N	1.82	1.85	0.03	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.85	1.88	0.03	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.88	2.06	0.18	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	2.06	2.08	0.02	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	2.08	2.11	0.03	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	2.11	2.21	0.1	BIT	125	2.06	2.5	0.77
Greenville	S	635		N		0.36	0.36	BIT	125	2.06	2.5	3.20
Greenville	S	760		E		0.2	0.2	BIT	125	2.06	2.5	0.55
Greenville	S	953		N	0.07	0.08	0.01	BIT	125	2.05	2.5	1.00
Greenville	S	565		N	0.6	2.48	1.88	BIT	125	2.01	5	0.04
Greenville	S	318		E	3	4.54	1.54	BIT	125	1.96	2.5	0.67
Greenville	S	293		N		0.3	0.3	BIT	125	1.93	2.5	0.17
Greenville	S	749		N		0.07	0.07	BIT	125	1.93	2.5	0.00
Greenville	S	710		E		0.57	0.57	BIT	125	1.92	2.5	0.99
Greenville	S	357		N		0.2	0.2	BIT	125	1.91	2.5	0.20
Greenville	S	429		N		0.29	0.29	BIT	125	1.91	2.5	0.00
Greenville	S	355		N		0.08	0.08	BIT	125	1.9	2.5	0.70
Greenville	S	762		E		0.14	0.14	BIT	125	1.9	2.5	1.09
Greenville	S	848		E		0.48	0.48	BIT	125	1.88	2.5	0.51
Greenville	S	318		E		3	3	BIT	125	1.87	2.5	0.15
Greenville	S	590		E		0.13	0.13	BIT	125	1.87	2.5	0.08
Greenville	S	747		N		0.23	0.23	BIT	125	1.87	2.5	0.74
Greenville	S	748		E		0.1	0.1	BIT	125	1.87	2.5	0.00
Greenville	S	768		E		0.13	0.13	BIT	125	1.87	2.5	0.15
Greenville	S	680		E		0.06	0.06	BIT	125	1.85	2.5	1.70
Greenville	S	761		N		0.09	0.09	BIT	125	1.85	2.5	0.10
Greenville	S	1003		N		0.13	0.13	BIT	125	1.84	2.5	0.92
Greenville	S	717		N	0.4	0.9	0.5	BIT	125	1.83	2.5	0.87
Greenville	S	927		N		0.2	0.2	BIT	125	1.79	2.5	0.37
Greenville	S	236		E		0.3	0.3	BIT	125	1.77	2.5	0.17
Greenville	S	398		E		0.12	0.12	BIT	125	1.76	2.5	1.42

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	935		N		0.24	0.24	BIT	125	2.31	2.5	0.33
Greenville	S	504	SPR	E		0.04	0.04	BIT	125	2.29	2.5	0.23
Greenville	S	504	SPR	E	0.04	0.18	0.14	BIT	125	2.29	2.5	0.23
Greenville	S	725		N		0.2	0.2	BIT	125	2.28	2.5	1.53
Greenville	S	953		N		0.07	0.07	BIT	125	2.24	2.5	0.70
Greenville	S	648		E		0.26	0.26	BIT	125	2.19	2.5	0.77
Greenville	S	650		E		0.36	0.36	BIT	125	2.17	2.5	1.49
Greenville	S	565		N		0.6	0.6	BIT	125	2.15	5	0.00
Greenville	S	830		E		0.1	0.1	BIT	125	2.15	2.5	0.00
Greenville	S	890		E	0.2	0.31	0.11	BIT	125	2.15	2.5	2.80
Greenville	S	932		E		0.21	0.21	BIT	125	2.14	2.5	0.00
Greenville	S	838		E		0.05	0.05	BIT	125	2.13	2.5	0.00
Greenville	S	603		N		0.2	0.2	BIT	125	2.12	2.5	0.05
Greenville	S	762		E	0.27	0.55	0.28	BIT	125	2.12	2.5	0.68
Greenville	S	1972		E	0.1	0.15	0.05	BIT	125	2.12	2.5	3.20
Greenville	S	307		N		0.16	0.16	BIT	125	2.11	2.5	0.00
Greenville	S	354		E		0.11	0.11	BIT	125	2.11	2.5	0.60
Greenville	S	400		E	0.06	0.1	0.04	BIT	125	2.1	2.5	2.60
Greenville	S	812		E		0.32	0.32	BIT	125	2.1	2.5	0.91
Greenville	S	804		E		0.08	0.08	BIT	125	2.09	2.5	2.20
Greenville	S	363		N		0.1	0.1	BIT	125	2.08	2.5	0.10
Greenville	S	1057		N		0.35	0.35	BIT	125	2.08	2.5	1.76
Greenville	S	323		N		1.52	1.52	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.52	1.54	0.02	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.54	1.59	0.05	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.59	1.62	0.03	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.62	1.69	0.07	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.69	1.73	0.04	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.73	1.77	0.04	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.77	1.79	0.02	BIT	125	2.06	2.5	0.77
Greenville	S	323		N	1.79	1.82	0.03	BIT	125	2.06	2.5	0.77

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	1109		N	0.2	0.35	0.15	BIT	138	0.63	2.5	0.00
Greenville	S	1066		E		0.05	0.05	BIT	138	0	2.5	0.00
Greenville	S	1115		N		0.06	0.06	BIT	138	0	2.5	0.00
Greenville	S	81	CON	N		0.09	0.09	BIT	131	2.66	2.5	1.10
Greenville	S	1010		E		0.17	0.17	BIT	131	2.43	2.5	0.44
Greenville	S	1092	SPR	E		0.3	0.3	BIT	131	2.22	2.5	0.00
Greenville	S	1020		E		0.14	0.14	BIT	131	2.06	2.5	0.07
Greenville	S	893		N		0.24	0.24	BIT	131	2.03	2.5	0.22
Greenville	S	531	CON	N		0.06	0.06	BIT	131	1.65	2.5	0.00
Greenville	S	904		E		0.12	0.12	BIT	131	0.92	2.5	0.00
Greenville	S	1101		N		0.35	0.35	UnP	131	0	2.5	0.00
Greenville	S	962	SPR	E		0.02	0.02	BIT	129	1.85	2.5	0.00
Greenville	S	962	SPR	E	0.02	0.03	0.01	BIT	129	1.85	2.5	0.00
Greenville	S	1137		N	1.05	1.3	0.25	BIT	126	2.62	10	0.00
Greenville	S	1137		N	1	1.05	0.05	BIT	126	2.62	10	0.00
Greenville	S	125	CON	N		0.07	0.07	BIT	126	2	5	0.00
Greenville	S	120		E		0.76	0.76	BIT	126	1.7	5	1.00
Greenville	S	152		E		0.21	0.21	BIT	126	0	5	0.00
Greenville	S	118		E		2.26	2.26	UnP	126	0	5	0.00
Greenville	S	400		E	0.1	0.15	0.05	BIT	125	2.94	2.5	0.00
Greenville	S	399		N		0.08	0.08	BIT	125	2.73	2.5	0.00
Greenville	S	717		N		0.4	0.4	BIT	125	2.66	2.5	0.00
Greenville	S	1060		E		0.1	0.1	BIT	125	2.59	2.5	0.00
Greenville	S	613		N		0.7	0.7	BIT	125	2.54	2.5	0.17
Greenville	S	406		E		0.74	0.74	BIT	125	2.51	2.5	0.05
Greenville	S	290		E		0.1	0.1	BIT	125	2.5	2.5	0.00
Greenville	S	890		E		0.2	0.2	BIT	125	2.41	2.5	0.70
Greenville	S	707		N		0.1	0.1	BIT	125	2.4	2.5	0.10
Greenville	S	771		N		0.13	0.13	BIT	125	2.34	2.5	0.00
Greenville	S	926		E		0.08	0.08	BIT	125	2.34	2.5	0.00
Greenville	S	1972		E		0.1	0.1	BIT	125	2.34	2.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	983		N	0.2	0.29	0.09	BIT	156	1.81	2.5	1.13
Greenville	S	685		N		0.28	0.28	BIT	156	1.8	2.5	0.10
Greenville	S	605		N		0.35	0.35	BIT	156	1.78	2.5	4.97
Greenville	S	1130		E		0.35	0.35	BIT	156	1.76	2.5	0.00
Greenville	S	575		N		0.2	0.2	BIT	156	1.73	2.5	0.00
Greenville	S	813		N		0.36	0.36	BIT	156	1.58	2.5	0.06
Greenville	S	975		N	0.08	0.09	0.01	BIT	156	1.44	2.5	0.00
Greenville	S	661		N	0.12	0.29	0.17	BIT	156	1.35	2.5	0.20
Greenville	S	286		E		0.1	0.1	BIT	156	1.29	2.5	2.70
Greenville	S	575		N	0.2	0.31	0.11	BIT	156	1.26	2.5	0.00
Greenville	S	379		N	0.1	0.25	0.15	BIT	156	1.07	2.5	0.00
Greenville	S	783		N		0.14	0.14	BIT	154	1.72	2.5	1.30
Greenville	S	783		N	0.14	0.22	0.08	BIT	154	1.72	2.5	1.30
Greenville	S	505		N		0.55	0.55	BIT	150	2.24	5	0.11
Greenville	S	536		E		0.99	0.99	BIT	150	2.17	5	0.00
Greenville	S	483		N		0.65	0.65	BIT	144	1.9	2.5	0.77
Greenville	S	549		N		1.124	1.124	BIT	144	1.86	5	2.23
Greenville	S	549		N	1.124	1.14	0.016	BIT	144	1.86	5	2.23
Greenville	S	1123		N		0.75	0.75	BIT	138	2.32	2.5	1.05
Greenville	S	698		E		0.13	0.13	BIT	138	2.25	2.5	0.65
Greenville	S	1121		N		0.1	0.1	BIT	138	2.16	2.5	0.00
Greenville	S	1137		N		1	1	BIT	138	2.07	2.5	0.58
Greenville	S	1128		E		0.1	0.1	BIT	138	1.99	2.5	0.00
Greenville	S	505	SPR	N		0.13	0.13	BIT	138	1.91	2.5	0.00
Greenville	S	1109		N		0.2	0.2	BIT	138	1.89	2.5	3.35
Greenville	S	1116		E		0.31	0.31	BIT	138	1.83	2.5	0.07
Greenville	S	303		N	0.1	0.25	0.15	BIT	138	1.82	2.5	0.80
Greenville	S	1135		N		0.2	0.2	BIT	138	1.65	2.5	1.32
Greenville	S	1041		N	0.1	0.2	0.1	BIT	138	1.6	2.5	0.00
Greenville	S	1138		E		0.11	0.11	BIT	138	1.18	2.5	0.09
Greenville	S	1121		N	0.1	0.15	0.05	BIT	138	1.12	2.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	701		N		0.35	0.35	BIT	156	2.55	2.5	0.69
Greenville	S	444	SPR	E		0.06	0.06	BIT	156	2.51	2.5	0.00
Greenville	S	983		N		0.2	0.2	BIT	156	2.45	2.5	0.10
Greenville	S	857		N		0.22	0.22	BIT	156	2.4	2.5	0.00
Greenville	S	378		E	0.26	0.28	0.02	BIT	156	2.37	2.5	0.00
Greenville	S	516		E		0.48	0.48	BIT	156	2.33	2.5	0.05
Greenville	S	378		E		0.26	0.26	BIT	156	2.32	2.5	0.62
Greenville	S	975		N		0.08	0.08	BIT	156	2.3	2.5	9.80
Greenville	S	428		E		0.17	0.17	BIT	156	2.29	2.5	1.53
Greenville	S	905		N		0.05	0.05	BIT	156	2.25	2.5	0.00
Greenville	S	237		N		0.05	0.05	BIT	156	2.2	2.5	7.70
Greenville	S	379		N		0.1	0.1	BIT	156	2.19	2.5	0.00
Greenville	S	828		E		0.26	0.26	BIT	156	2.18	2.5	0.10
Greenville	S	634		E		0.4	0.4	BIT	156	2.17	2.5	2.83
Greenville	S	801		N		0.15	0.15	BIT	156	2.16	2.5	0.24
Greenville	S	865		N		0.33	0.33	BIT	156	2.15	2.5	0.00
Greenville	S	351		N		0.23	0.23	BIT	156	2.1	2.5	0.52
Greenville	S	608		E		0.01	0.01	BIT	156	2.1	2.5	0.00
Greenville	S	608		E	0.01	0.58	0.57	BIT	156	2.1	2.5	0.00
Greenville	S	215		N		0.24	0.24	BIT	156	2.08	2.5	0.06
Greenville	S	676		E		0.6	0.6	BIT	156	2.08	2.5	0.00
Greenville	S	359		N		0.1	0.1	BIT	156	2.07	2.5	0.70
Greenville	S	591		N	0.16	0.31	0.15	BIT	156	2.07	2.5	3.40
Greenville	S	232		E	0.4	0.55	0.15	BIT	156	2.06	2.5	0.00
Greenville	S	515		N		0.24	0.24	BIT	156	2.04	2.5	0.09
Greenville	S	386		E		0.36	0.36	BIT	156	1.99	2.5	0.68
Greenville	S	862		E		0.18	0.18	BIT	156	1.93	2.5	0.04
Greenville	S	407		N		0.2	0.2	BIT	156	1.91	2.5	1.60
Greenville	S	894		E		0.36	0.36	BIT	156	1.89	2.5	0.38
Greenville	S	634		E	0.4	0.5	0.1	BIT	156	1.88	2.5	0.54
Greenville	S	356		E		0.2	0.2	BIT	156	1.82	2.5	0.28

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	866		E	0.29	0.32	0.03	BIT	188	2.12	2.5	0.00
Greenville	S	784		E		0.5	0.5	BIT	188	2.08	2.5	0.24
Greenville	S	917		N		0.26	0.26	BIT	188	2.01	2.5	0.65
Greenville	S	1004		E	0.09	0.1	0.01	BIT	188	2	2.5	0.70
Greenville	S	292		E		0.35	0.35	BIT	188	1.99	2.5	0.69
Greenville	S	866		E		0.29	0.29	BIT	188	1.96	2.5	0.00
Greenville	S	371		N		0.27	0.27	BIT	188	1.95	2.5	3.31
Greenville	S	787		N		0.36	0.36	BIT	188	1.94	2.5	0.59
Greenville	S	811		N		0.57	0.57	BIT	188	1.88	2.5	0.02
Greenville	S	819		N		0.15	0.15	BIT	188	1.78	2.5	0.74
Greenville	S	377		N		0.29	0.29	BIT	188	1.7	2.5	0.38
Greenville	S	612		E		0.5	0.5	BIT	188	1.7	2.5	1.32
Greenville	S	841		N		0.14	0.14	BIT	188	1.65	2.5	1.14
Greenville	S	846		E		0.1	0.1	BIT	188	1.61	2.5	0.03
Greenville	S	592		E		0.16	0.16	BIT	188	1.43	2.5	4.74
Greenville	S	868		E		0.14	0.14	BIT	188	1.39	2.5	0.70
Greenville	S	285		N		0.1	0.1	BIT	188	0.96	2.5	15.30
Greenville	S	728	DR1	E		0.02	0.02	BIT	188	0	2.5	0.00
Greenville	S	728	DR2	E		0.02	0.02	BIT	188	0	2.5	0.00
Greenville	S	675		N	0.6	1.34	0.74	BIT	180	2.73	5	0.00
Greenville	S	42		E	3	3.46	0.46	BIT	180	2.31	5	0.00
Greenville	S	169		N		0.84	0.84	BIT	180	2.26	5	0.00
Greenville	S	42		E		3	3	BIT	180	2.25	5	0.35
Greenville	S	675		N		0.6	0.6	BIT	180	2.21	5	0.03
Greenville	S	578		E		1	1	BIT	180	2.07	5	0.00
Greenville	S	139		N		0.9	0.9	BIT	175	2.57	5	0.06
Greenville	S	661		N		0.1	0.1	BIT	163	2.72	2.5	0.00
Greenville	S	947		N		0.1	0.1	BIT	163	2.04	2.5	8.90
Greenville	S	918		E		0.49	0.49	BIT	160	2.33	2.5	1.37
Greenville	S	833		N		0.19	0.19	BIT	156	2.68	2.5	0.10
Greenville	S	706		E		0.13	0.13	BIT	156	2.59	2.5	0.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	629		N	0.37	0.5	0.13	BIT	217	1.8	2.5	7.80
Greenville	S	682		E		0.07	0.07	BIT	213	1.97	2.5	0.30
Greenville	S	301		N		0.018	0.018	BIT	210	2.33	5	0.04
Greenville	S	301		N	0.018	0.459	0.441	BIT	210	2.33	5	0.04
Greenville	S	301		N	0.459	0.49	0.031	BIT	210	2.33	5	0.04
Greenville	S	465		N		1.61	1.61	BIT	203	2.76	10	0.02
Greenville	S	462		E		1.894	1.894	BIT	200	2.72	10	0.01
Greenville	S	462		E	1.894	1.9	0.006	BIT	200	2.72	10	0.01
Greenville	S	116		E		2.4	2.4	BIT	200	2.19	7.5	3.59
Greenville	S	599		N		0.12	0.12	BIT	200	2.13	2.5	0.75
Greenville	S	599		N	0.12	0.5	0.38	BIT	200	2.13	2.5	0.75
Greenville	S	129		N		1.56	1.56	BIT	197	2.31	5	0.01
Greenville	S	129		N	1.56	1.9	0.34	BIT	197	2.31	5	0.01
Greenville	S	774		E		0.1	0.1	BIT	188	2.56	2.5	1.60
Greenville	S	503		N	0.37	0.45	0.08	BIT	188	2.52	2.5	0.00
Greenville	S	852		E		0.22	0.22	BIT	188	2.48	2.5	0.11
Greenville	S	846		E	0.1	0.24	0.14	BIT	188	2.45	2.5	0.00
Greenville	S	855		N		0.32	0.32	BIT	188	2.44	2.5	0.34
Greenville	S	755		N		0.38	0.38	BIT	188	2.38	2.5	3.74
Greenville	S	831		N		0.18	0.18	BIT	188	2.37	2.5	0.36
Greenville	S	216		E		0.25	0.25	BIT	188	2.34	2.5	1.08
Greenville	S	1004		E		0.09	0.09	BIT	188	2.34	2.5	0.60
Greenville	S	826		E		0.21	0.21	BIT	188	2.33	2.5	0.00
Greenville	S	972		E		0.17	0.17	BIT	188	2.32	2.5	0.10
Greenville	S	859		N		0.23	0.23	BIT	188	2.25	2.5	0.00
Greenville	S	856		E		0.23	0.23	BIT	188	2.21	2.5	2.87
Greenville	S	628		E		0.39	0.39	BIT	188	2.2	2.5	0.72
Greenville	S	900		E	0.14	0.21	0.07	BIT	188	2.2	2.5	0.00
Greenville	S	972		E	0.17	0.18	0.01	BIT	188	2.17	2.5	0.20
Greenville	S	642		E		0.18	0.18	BIT	188	2.14	2.5	0.00
Greenville	S	709		N		0.08	0.08	BIT	188	2.14	2.5	0.80

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	444		E	0.5	0.78	0.28	BIT	219	2.51	2.5	0.04
Greenville	S	427		N		0.2	0.2	BIT	219	2.5	2.5	1.26
Greenville	S	283		N		0.14	0.14	BIT	219	2.49	2.5	0.03
Greenville	S	889		N		0.19	0.19	BIT	219	2.46	2.5	0.14
Greenville	S	472		E		0.3	0.3	BIT	219	2.33	2.5	0.80
Greenville	S	683		N		0.2	0.2	BIT	219	2.28	2.5	0.00
Greenville	S	390		E		0.25	0.25	BIT	219	2.23	2.5	1.58
Greenville	S	368		E		0.25	0.25	BIT	219	2.22	2.5	5.41
Greenville	S	472		E	0.3	0.48	0.18	BIT	219	2.18	2.5	4.57
Greenville	S	974		E		0.56	0.56	BIT	219	2.17	2.5	0.83
Greenville	S	444		E		0.5	0.5	BIT	219	2.14	2.5	0.00
Greenville	S	504		E		0.36	0.36	BIT	219	2.14	2.5	0.58
Greenville	S	934		E		0.52	0.52	BIT	219	2.1	2.5	0.15
Greenville	S	517		N		0.2	0.2	BIT	219	2.08	2.5	0.00
Greenville	S	951		N		0.14	0.14	BIT	219	2.03	2.5	1.71
Greenville	S	353		N		0.09	0.09	BIT	219	2.01	2.5	0.10
Greenville	S	431		N	0.06	0.33	0.27	BIT	219	1.98	2.5	0.09
Greenville	S	759		N		0.16	0.16	BIT	219	1.97	2.5	0.00
Greenville	S	480		E		0.14	0.14	BIT	219	1.95	2.5	0.05
Greenville	S	758		E		0.24	0.24	BIT	219	1.95	2.5	2.63
Greenville	S	472		E	0.48	0.49	0.01	BIT	219	1.87	2.5	0.00
Greenville	S	594		E		0.55	0.55	BIT	219	1.86	2.5	2.66
Greenville	S	750		E		0.48	0.48	BIT	219	1.76	2.5	5.45
Greenville	S	976		E		0.12	0.12	BIT	219	1.66	2.5	2.18
Greenville	S	767		N		0.3	0.3	BIT	219	1.55	2.5	0.90
Greenville	S	842		E		0.25	0.25	BIT	219	1.53	2.5	0.08
Greenville	S	501		N		0.65	0.65	BIT	219	1.49	2.5	1.62
Greenville	S	817		N		0.13	0.13	BIT	219	1.39	2.5	0.68
Greenville	S	767		N	0.3	0.33	0.03	BIT	219	1.09	2.5	0.00
Greenville	S	281		N		0.06	0.06	BIT	219	0.4	2.5	4.40
Greenville	S	629		N		0.37	0.37	BIT	217	1.8	2.5	7.80

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	870		E		0.44	0.44	BIT	270	1.67	5	0.02
Greenville	S	538		E		1.7	1.7	BIT	261	2.21	10	0.29
Greenville	S	697		N		0.48	0.48	BIT	250	2.57	2.5	0.29
Greenville	S	744		E		0.34	0.34	BIT	250	2.45	2.5	0.68
Greenville	S	770		E		0.36	0.36	BIT	250	2.22	2.5	1.01
Greenville	S	973		N		0.24	0.24	BIT	250	2.2	2.5	4.74
Greenville	S	604		E		0.42	0.42	BIT	250	2.16	2.5	1.00
Greenville	S	827		N		0.16	0.16	BIT	250	2.13	2.5	0.06
Greenville	S	469		N		0.59	0.59	BIT	250	2.08	2.5	0.35
Greenville	S	380		E		0.29	0.29	BIT	250	2.03	2.5	0.07
Greenville	S	745		N		0.18	0.18	BIT	250	1.98	2.5	0.98
Greenville	S	911		N		0.34	0.34	BIT	250	1.92	2.5	2.61
Greenville	S	867		N		0.14	0.14	BIT	250	1.88	2.5	0.00
Greenville	S	805		N		0.2	0.2	BIT	250	1.63	2.5	0.00
Greenville	S	809		N		0.12	0.12	BIT	250	1.49	2.5	0.00
Greenville	S	500		E	0.6	0.68	0.08	BIT	250	1.46	2.5	0.00
Greenville	S	436	CON	E		0.04	0.04	BIT	250	0	2.5	0.00
Greenville	S	500		E		0.103	0.103	BIT	248	2.04	2.5	0.53
Greenville	S	500		E	0.103	0.11	0.007	BIT	248	2.04	2.5	0.53
Greenville	S	500		E	0.11	0.6	0.49	BIT	248	2.04	2.5	0.53
Greenville	S	177		N	0.49	1.84	1.35	UnP	240	2.63	5	0.00
Greenville	S	424		E		0.009	0.009	BIT	240	2.38	5	0.00
Greenville	S	424		E	0.009	1.56	1.551	BIT	240	2.38	5	0.00
Greenville	S	177		N		0.49	0.49	BIT	240	2.34	5	1.14
Greenville	S	90		E		3	3	BIT	240	2.21	5	0.19
Greenville	S	656		E		0.7	0.7	BIT	240	1.98	5	0.01
Greenville	S	90		E	3	3.37	0.37	BIT	240	1.92	5	0.52
Greenville	S	82		E	1.04	3.79	2.75	BIT	225	2.75	7.5	0.00
Greenville	S	82		E		1.04	1.04	BIT	225	2.34	7.5	0.09
Greenville	S	726		E		0.35	0.35	BIT	222	2.25	2.5	1.16
Greenville	S	854		E		0.27	0.27	BIT	219	2.58	2.5	2.73

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	175		N	2.454	2.518	0.064	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.518	2.53	0.012	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.53	2.707	0.177	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.707	2.722	0.015	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.722	2.745	0.023	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.745	2.812	0.067	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.812	2.908	0.096	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.908	2.969	0.061	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.969	2.984	0.015	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.984	2.987	0.003	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.987	2.992	0.005	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.992	3	0.008	BIT	270	2.2	5	0.29
Greenville	S	175		N	3	3.064	0.064	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.064	3.162	0.098	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.162	3.183	0.021	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.183	3.325	0.142	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.325	3.327	0.002	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.327	3.622	0.295	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.622	3.623	0.001	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.623	3.629	0.006	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.629	3.652	0.023	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.652	3.694	0.042	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.694	3.696	0.002	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.696	3.721	0.025	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.721	3.726	0.005	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.726	3.748	0.022	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.748	3.774	0.026	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.774	3.775	0.001	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.775	3.786	0.011	BIT	270	2.11	5	0.00
Greenville	S	175		N	3.786	3.95	0.164	BIT	270	2.11	5	0.00
Greenville	S	180		E		2.05	2.05	BIT	270	2.06	5	1.30

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	175		N	1.076	1.101	0.025	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.101	1.119	0.018	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.119	1.163	0.044	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.163	1.195	0.032	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.195	1.399	0.204	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.399	1.448	0.049	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.448	1.45	0.002	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.45	1.509	0.059	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.509	1.511	0.002	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.511	1.539	0.028	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.539	1.542	0.003	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.542	1.554	0.012	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.554	1.561	0.007	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.561	1.566	0.005	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.566	1.598	0.032	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.598	1.929	0.331	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.929	1.94	0.011	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.94	1.953	0.013	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.953	1.954	0.001	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.954	1.987	0.033	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.987	2.023	0.036	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.023	2.174	0.151	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.174	2.226	0.052	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.226	2.373	0.147	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.373	2.389	0.016	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.389	2.396	0.007	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.396	2.412	0.016	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.412	2.423	0.011	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.423	2.424	0.001	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.424	2.435	0.011	BIT	270	2.2	5	0.29
Greenville	S	175		N	2.435	2.454	0.019	BIT	270	2.2	5	0.29

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	636		E		0.2	0.2	BIT	281	2.37	2.5	2.00
Greenville	S	581		N		0.23	0.23	BIT	281	2.31	2.5	0.80
Greenville	S	581		N	0.23	0.4	0.17	BIT	281	2.31	2.5	0.80
Greenville	S	1294		E		0.05	0.05	BIT	281	2.28	2.5	4.58
Greenville	S	1294		E	0.05	0.12	0.07	BIT	281	2.28	2.5	4.58
Greenville	S	933		N		0.47	0.47	BIT	281	2.23	2.5	0.68
Greenville	S	370		E		0.45	0.45	BIT	281	1.94	2.5	4.57
Greenville	S	756		E	0.4	0.46	0.06	BIT	281	1.88	2.5	0.10
Greenville	S	581		N	0.4	0.49	0.09	BIT	281	1.86	2.5	4.00
Greenville	S	636		E	0.47	0.48	0.01	BIT	281	1.51	2.5	0.10
Greenville	S	636		E	0.2	0.47	0.27	BIT	281	1.44	2.5	2.82
Greenville	S	33		N	3	3.5	0.5	BIT	275	2.4	7.5	0.00
Greenville	S	741		N		0.87	0.87	BIT	275	2.3	10	0.39
Greenville	S	969		N		3	3	BIT	275	2.14	7.5	0.85
Greenville	S	116		E	2.4	5.4	3	BIT	275	2.02	7.5	6.70
Greenville	S	969		N	3	6	3	BIT	275	1.97	7.5	0.90
Greenville	S	969		N	6	7.1	1.1	BIT	275	1.78	7.5	1.12
Greenville	S	969		N	7.1	9.39	2.29	BIT	275	1.54	7.5	2.14
Greenville	S	803		N		0.22	0.22	BIT	274	1.91	2.5	1.49
Greenville	S	175		N		0.09	0.09	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.09	0.222	0.132	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.222	0.36	0.138	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.36	0.571	0.211	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.571	0.694	0.123	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.694	0.783	0.089	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.783	0.917	0.134	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.917	0.966	0.049	BIT	270	2.2	5	0.29
Greenville	S	175		N	0.966	1.028	0.062	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.028	1.057	0.029	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.057	1.058	0.001	BIT	270	2.2	5	0.29
Greenville	S	175		N	1.058	1.076	0.018	BIT	270	2.2	5	0.29

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	330		E	0.37	1.11	0.74	BIT	325	1.99	2.5	0.08
Greenville	S	251		N		0.39	0.39	BIT	314	2.01	2.5	3.39
Greenville	S	1007		N		0.47	0.47	BIT	313	2.54	2.5	0.21
Greenville	S	802		E		0.27	0.27	BIT	313	2.37	2.5	6.81
Greenville	S	425		N		0.2	0.2	BIT	313	2.36	2.5	0.00
Greenville	S	410		E		0.24	0.24	BIT	313	2.34	2.5	1.05
Greenville	S	708		E		0.16	0.16	BIT	313	2.28	2.5	0.38
Greenville	S	573		N	0.16	0.61	0.45	BIT	313	2.27	2.5	0.03
Greenville	S	589		N		0.2	0.2	BIT	313	2.27	2.5	0.35
Greenville	S	864		E		0.42	0.42	BIT	313	2.1	2.5	0.00
Greenville	S	962		E	0.2	0.31	0.11	BIT	313	2.04	2.5	0.40
Greenville	S	388		E		0.29	0.29	BIT	313	2.03	2.5	1.10
Greenville	S	765		N		0.14	0.14	BIT	313	1.75	2.5	1.07
Greenville	S	778		E		0.2	0.2	BIT	313	1.7	2.5	1.90
Greenville	S	432		E		0.1	0.1	BIT	313	1.58	2.5	2.10
Greenville	S	962		E		0.2	0.2	BIT	313	1.49	2.5	0.20
Greenville	S	375		N		0.55	0.55	BIT	313	1.44	2.5	4.11
Greenville	S	806		E		0.34	0.34	BIT	313	0.68	2.5	0.10
Greenville	S	116		E	5.4	6.74	1.34	BIT	308	2.29	7.5	4.11
Greenville	S	116		E	6.74	7.3	0.56	BIT	308	2.29	7.5	4.11
Greenville	S	845		N		0.43	0.43	BIT	308	1.91	10	0.02
Greenville	S	158		E	1.19	3.24	2.05	UnP	300	3.04	5	0.00
Greenville	S	1095		N	0.4	0.89	0.49	BIT	300	2.75	10	0.00
Greenville	S	17		N		2.3	2.3	BIT	300	2.31	7.5	0.37
Greenville	S	17		N	2.3	2.64	0.34	BIT	300	2.15	7.5	0.08
Greenville	S	907		N		0.011	0.011	BIT	300	1.84	5	1.20
Greenville	S	907		N	0.011	0.1	0.089	BIT	300	1.84	5	1.20
Greenville	S	629		N	0.5	0.63	0.13	BIT	288	1.9	2.5	3.25
Greenville	S	284		E		0.22	0.22	BIT	281	2.78	2.5	0.00
Greenville	S	825		N		0.26	0.26	BIT	281	2.6	2.5	0.04
Greenville	S	700		E		0.58	0.58	BIT	281	2.59	2.5	1.52

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	526		E	1.947	2	0.053	BIT	348	2.58	10	5.88
Greenville	S	544		E		1.147	1.147	BIT	348	2.29	10	0.00
Greenville	S	544		E	1.147	2.53	1.383	BIT	348	2.29	10	0.00
Greenville	S	450		E	0.1	0.3	0.2	BIT	348	1.95	10	0.00
Greenville	S	450		E	1.9	4.03	2.13	BIT	348	1.82	10	2.13
Greenville	S	450		E	0.7	1.9	1.2	BIT	348	1.2	10	0.08
Greenville	S	450		E	0.3	0.7	0.4	BIT	348	0.99	10	2.38
Greenville	S	780		E		0.2	0.2	BIT	344	2.58	2.5	0.00
Greenville	S	743		N		0.58	0.58	BIT	344	2.48	2.5	0.18
Greenville	S	1293		N		0.07	0.07	BIT	344	2.34	2.5	0.00
Greenville	S	637		N		0.38	0.38	BIT	344	2.21	2.5	0.22
Greenville	S	369		N	0.31	0.69	0.38	BIT	344	2.17	2.5	6.99
Greenville	S	639		N		0.97	0.97	BIT	344	2.12	2.5	0.86
Greenville	S	916		E		0.6	0.6	BIT	344	2.12	2.5	0.10
Greenville	S	352		E		0.3	0.3	BIT	344	2.03	2.5	1.47
Greenville	S	780		E	0.2	0.27	0.07	BIT	344	2.03	2.5	0.00
Greenville	S	352		E	0.3	0.41	0.11	BIT	344	1.93	2.5	0.00
Greenville	S	611		N		0.43	0.43	BIT	344	1.92	2.5	0.67
Greenville	S	836		E		0.07	0.07	BIT	344	1.67	2.5	3.40
Greenville	S	369		N	0.69	0.7	0.01	BIT	344	1.51	2.5	26.60
Greenville	S	639		N	0.97	0.98	0.01	BIT	344	1.49	2.5	0.00
Greenville	S	807		N		0.36	0.36	BIT	343	2.53	2.5	0.21
Greenville	S	776		E	0.41	0.55	0.14	BIT	343	1.98	2.5	0.39
Greenville	S	723		N		0.5	0.5	BIT	330	2.3	2.5	0.53
Greenville	S	723		N	0.5	0.52	0.02	BIT	330	2.3	2.5	0.53
Greenville	S	723		N	0.52	0.98	0.46	BIT	330	2.3	2.5	0.53
Greenville	S	51		N		3	3	BIT	330	2.16	5	2.31
Greenville	S	871		N		0.1	0.1	BIT	330	2.08	5	2.60
Greenville	S	871		N	0.1	0.2	0.1	BIT	330	1.27	5	13.40
Greenville	S	513		N		0.46	0.46	BIT	325	2.14	2.5	4.25
Greenville	S	330		E		0.37	0.37	BIT	325	1.99	2.5	0.08

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	773		N		0.19	0.19	BIT	375	2.24	2.5	10.18
Greenville	S	705		N	0.46	0.48	0.02	BIT	375	2.2	2.5	0.10
Greenville	S	214		E		0.27	0.27	BIT	375	2.19	2.5	0.41
Greenville	S	673		N		0.32	0.32	BIT	375	2.19	2.5	0.50
Greenville	S	362		E		0.13	0.13	BIT	375	2.1	2.5	0.18
Greenville	S	456		E		2.46	2.46	BIT	375	2.07	10	0.02
Greenville	S	1030		E		0.2	0.2	BIT	375	2.07	2.5	0.45
Greenville	S	1028		E		0.19	0.19	BIT	375	2.01	2.5	1.82
Greenville	S	824		E		0.28	0.28	BIT	375	1.94	2.5	3.28
Greenville	S	502		E		0.19	0.19	BIT	375	1.92	2.5	2.32
Greenville	S	627		N		0.46	0.46	BIT	375	1.92	2.5	1.88
Greenville	S	397		N		0.21	0.21	BIT	375	1.91	2.5	1.95
Greenville	S	409		N		0.16	0.16	BIT	375	1.85	2.5	0.20
Greenville	S	419		N	0.07	0.15	0.08	BIT	375	1.84	2.5	7.00
Greenville	S	610		E		0.23	0.23	BIT	375	1.84	2.5	2.70
Greenville	S	816		E		0.32	0.32	BIT	375	1.73	2.5	0.48
Greenville	S	781		N		0.38	0.38	BIT	375	1.68	2.5	2.03
Greenville	S	530	CON	E		0.11	0.11	BIT	375	1.66	2.5	0.00
Greenville	S	1029		N		0.3	0.3	BIT	375	1.65	2.5	1.13
Greenville	S	798		E		0.36	0.36	BIT	375	1.61	2.5	1.14
Greenville	S	1030		E	0.2	0.22	0.02	BIT	375	1.08	2.5	0.80
Greenville	S	1974		E		0.35	0.35	BIT	375	0	2.5	0.00
Greenville	S	999		N		0.59	0.59	BIT	373	1.99	2.5	0.36
Greenville	S	999		N	0.59	0.66	0.07	BIT	373	1.99	2.5	0.36
Greenville	S	526		E		0.367	0.367	BIT	360	2.05	5	0.06
Greenville	S	526		E	0.367	1.19	0.823	BIT	360	2.05	5	0.06
Greenville	S	728		E		0.08	0.08	BIT	360	0	5	0.00
Greenville	S	97		N	3	3.68	0.68	BIT	358	2.59	5	0.02
Greenville	S	450		E		0.1	0.1	BIT	348	3.09	10	0.00
Greenville	S	526		E	2	2.88	0.88	BIT	348	2.7	10	0.00
Greenville	S	526		E	1.68	1.947	0.267	BIT	348	2.58	10	5.88

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	757		N		0.34	0.34	BIT	406	2.17	2.5	2.59
Greenville	S	253		N		0.46	0.46	BIT	406	2.1	2.5	0.00
Greenville	S	1008		E		0.25	0.25	BIT	406	2.09	2.5	0.04
Greenville	S	950		E		0.1	0.1	BIT	406	2.05	2.5	2.70
Greenville	S	508		E	0.15	0.19	0.04	BIT	406	1.95	2.5	6.00
Greenville	S	508		E		0.15	0.15	BIT	406	1.93	2.5	1.27
Greenville	S	861		N		0.35	0.35	BIT	406	1.83	2.5	0.13
Greenville	S	518		E		0.59	0.59	BIT	406	1.81	2.5	0.10
Greenville	S	844		E		0.1	0.1	BIT	406	1.72	2.5	0.93
Greenville	S	690		E		0.21	0.21	BIT	406	1.56	2.5	0.00
Greenville	S	776		E		0.21	0.21	BIT	406	1.41	2.5	0.24
Greenville	S	779		N		0.13	0.13	BIT	406	1.07	2.5	0.15
Greenville	S	799		N		0.5	0.5	BIT	406	0.83	2.5	0.92
Greenville	S	460		E		0.56	0.56	BIT	401	2.5	10	0.01
Greenville	S	460		E	0.56	0.9	0.34	BIT	401	2.5	10	0.01
Greenville	S	365		N		0.62	0.62	BIT	400	2.12	2.5	0.06
Greenville	S	51		N	3.03	3.1	0.07	BIT	397	2.27	10	0.20
Greenville	S	607		N	0.4	0.94	0.54	BIT	391	2.12	5	0.09
Greenville	S	607		N	0.94	0.97	0.03	BIT	391	2.12	5	0.09
Greenville	S	178		E		1.367	1.367	BIT	390	2.2	5	0.21
Greenville	S	178		E	1.367	2.368	1.001	BIT	390	2.2	5	0.21
Greenville	S	178		E	2.368	3	0.632	BIT	390	2.2	5	0.21
Greenville	S	112		E		0.315	0.315	BIT	390	1.79	5	3.99
Greenville	S	112		E	0.315	1.94	1.625	BIT	390	1.79	5	3.99
Greenville	S	178		E	3	3.25	0.25	BIT	390	1.46	5	18.00
Greenville	S	119		N		0.85	0.85	BIT	381	2.44	7.5	0.04
Greenville	S	119		N	0.85	3	2.15	BIT	381	2.44	7.5	0.04
Greenville	S	643		N		0.29	0.29	BIT	375	2.51	2.5	0.43
Greenville	S	925		N		0.12	0.12	BIT	375	2.45	2.5	0.00
Greenville	S	705		N		0.46	0.46	BIT	375	2.32	2.5	0.09
Greenville	S	1037		N		0.1	0.1	BIT	375	2.32	2.5	4.00

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	416		E		0.2	0.2	BIT	469	1.79	2.5	3.25
Greenville	S	574		E	0.4	0.5	0.1	BIT	469	1.34	2.5	0.10
Greenville	S	843		N	0.1	0.2	0.1	BIT	469	1.2	2.5	0.00
Greenville	S	41		N		3	3	BIT	464	2.45	10	2.39
Greenville	S	41		N	3	5.5	2.5	BIT	464	2.44	10	3.73
Greenville	S	339		N		0.5	0.5	BIT	450	2.62	5	0.10
Greenville	S	912		E	3	3.17	0.17	BIT	450	2.16	5	1.11
Greenville	S	1001		N		0.1	0.1	BIT	438	2.57	2.5	3.20
Greenville	S	396		E		0.28	0.28	BIT	438	2.07	2.5	2.67
Greenville	S	606		E		0.21	0.21	BIT	438	2.07	2.5	0.67
Greenville	S	252		E		0.14	0.14	BIT	438	2.02	2.5	0.00
Greenville	S	1001		N	0.1	0.21	0.11	BIT	438	1.99	2.5	1.00
Greenville	S	395		N		0.25	0.25	BIT	438	1.93	2.5	2.66
Greenville	S	815		N		0.25	0.25	BIT	438	1.74	2.5	0.90
Greenville	S	119		N	3	3.2	0.2	BIT	425	2.22	10	0.00
Greenville	S	119		N	6.2	6.785	0.585	BIT	425	2.09	10	3.98
Greenville	S	119		N	6.785	6.87	0.085	BIT	425	2.09	10	3.98
Greenville	S	322		E		0.91	0.91	BIT	425	2	2.5	0.00
Greenville	S	119		N	3.2	5.19	1.99	BIT	425	1.96	10	4.77
Greenville	S	119		N	5.19	5.192	0.002	BIT	425	1.96	10	4.77
Greenville	S	119		N	5.192	6.2	1.008	BIT	425	1.96	10	4.77
Greenville	S	51		N	3.1	3.9	0.8	BIT	425	1.93	10	6.91
Greenville	S	249		N	0.16	0.2	0.04	BIT	420	3.14	5	0.14
Greenville	S	15		N	2.65	5.19	2.54	BIT	420	2.74	5	0.39
Greenville	S	15		N		0.21	0.21	BIT	420	2.45	5	0.00
Greenville	S	268		E	1.2	2.601	1.401	BIT	420	1.84	5	0.00
Greenville	S	268		E	2.601	2.61	0.009	BIT	420	1.84	5	0.00
Greenville	S	742		E		0.17	0.17	BIT	413	2.4	2.5	0.44
Greenville	S	844		E	0.1	0.3	0.2	BIT	406	2.42	2.5	2.05
Greenville	S	946		E		0.1	0.1	BIT	406	2.34	2.5	0.30
Greenville	S	724		E		0.2	0.2	BIT	406	2.22	2.5	0.30

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	1167		N		0.13	0.13	BIT	525	0	10	0.00
Greenville	S	182		E	0.12	0.42	0.3	BIT	504	1.94	10	1.51
Greenville	S	391		N		0.2	0.2	BIT	500	2.35	2.5	0.60
Greenville	S	565		N	2.5	2.507	0.007	BIT	500	2.27	10	0.01
Greenville	S	565		N	2.507	2.517	0.01	BIT	500	2.27	10	0.01
Greenville	S	565		N	2.517	5.07	2.553	BIT	500	2.27	10	0.01
Greenville	S	585		N		0.51	0.51	BIT	500	2.1	2.5	1.45
Greenville	S	1038		E		0.1	0.1	BIT	500	2.08	2.5	0.60
Greenville	S	382		E		0.31	0.31	BIT	500	2.02	2.5	0.03
Greenville	S	913		N		0.16	0.16	BIT	500	1.78	2.5	4.90
Greenville	S	971		N		0.36	0.36	BIT	500	1.45	2.5	1.49
Greenville	S	712		E		0.34	0.34	BIT	480	2.24	5	0.00
Greenville	S	342		E		0.4	0.4	BIT	480	2.22	5	0.00
Greenville	S	125		N		1.28	1.28	BIT	480	2.03	5	0.02
Greenville	S	342		E	0.4	1.502	1.102	BIT	480	1.94	5	0.06
Greenville	S	342		E	1.502	2.2	0.698	BIT	480	1.94	5	0.06
Greenville	S	277		N	3.41	3.89	0.48	BIT	475	2.71	5	0.00
Greenville	S	491		N		0.2	0.2	BIT	475	2.32	10	1.16
Greenville	S	491		N	0.2	0.34	0.14	BIT	475	2.32	10	1.16
Greenville	S	491		N	0.34	0.57	0.23	BIT	475	2.32	10	1.16
Greenville	S	491		N	0.57	0.7	0.13	BIT	475	2.32	10	1.16
Greenville	S	593		N		0.52	0.52	BIT	475	2.1	10	0.52
Greenville	S	593		N	0.52	0.97	0.45	BIT	475	2.1	10	0.52
Greenville	S	403		N		0.64	0.64	BIT	470	2.23	2.5	10.45
Greenville	S	1059		N		0.13	0.13	BIT	469	2.57	2.5	0.00
Greenville	S	496		E		0.31	0.31	BIT	469	2.36	2.5	0.32
Greenville	S	1069		N	0.3	0.43	0.13	BIT	469	2.32	2.5	0.00
Greenville	S	574		E	0.3	0.4	0.1	BIT	469	2.29	2.5	0.00
Greenville	S	638		E		0.1	0.1	BIT	469	2.15	2.5	2.00
Greenville	S	843		N		0.1	0.1	BIT	469	2.08	2.5	0.00
Greenville	S	1069		N		0.3	0.3	BIT	469	2	2.5	0.10

State Owned Secondary Road Candidate Pool (PQI<3.2)

Prepared July 2015 by SCDOT

County	Route Type	Route Num	Route Aux	Direction	BMP	EMP	Length	Pavement Type	AADT	PQI YR 01	% Truck	% Patching
Greenville	S	88		E		2.821	2.821	BIT	578	2.88	10	0.01
Greenville	S	88		E	2.821	3	0.179	BIT	578	2.88	10	0.01
Greenville	S	977		N		0.33	0.33	BIT	563	2.37	2.5	0.29
Greenville	S	430		E	0.4	0.59	0.19	BIT	563	2.2	2.5	0.08
Greenville	S	324		E		0.82	0.82	BIT	563	2.08	2.5	0.17
Greenville	S	832		E		0.37	0.37	BIT	563	1.98	2.5	1.37
Greenville	S	777		N		0.4	0.4	BIT	563	1.72	2.5	2.57
Greenville	S	1034		E		0.25	0.25	BIT	552	2.11	5	0.16
Greenville	S	464		E		1.36	1.36	BIT	551	2.81	10	0.09
Greenville	S	188		E	1.2	1.3	0.1	BIT	550	2.5	2.5	0.00
Greenville	S	117		N	0.57	1.6	1.03	BIT	550	2.36	10	0.83
Greenville	S	117		N	0.4	0.57	0.17	BIT	550	2.36	10	0.83
Greenville	S	454		E	0.3	1.705	1.405	BIT	550	2.3	10	0.33
Greenville	S	454		E	1.705	1.733	0.028	BIT	550	2.3	10	0.33
Greenville	S	454		E	1.733	1.792	0.059	BIT	550	2.3	10	0.33
Greenville	S	454		E	1.792	1.87	0.078	BIT	550	2.3	10	0.33
Greenville	S	89		N		0.47	0.47	BIT	550	2.11	10	0.03
Greenville	S	89		N	0.47	1.88	1.41	BIT	550	2.11	10	0.03
Greenville	S	117		N	1.6	3.28	1.68	BIT	550	1.89	10	4.05
Greenville	S	40		E		0.45	0.45	BIT	550	1.75	10	2.33
Greenville	S	1033		N		0.92	0.92	BIT	539	1.34	5	0.02
Greenville	S	136		E		0.3	0.3	BIT	532	2.16	2.5	0.00
Greenville	S	679		N		0.3	0.3	BIT	531	2.08	2.5	0.97
Greenville	S	679		N	0.3	0.44	0.14	BIT	531	2.08	2.5	1.57
Greenville	S	208		E	0.42	0.59	0.17	BIT	531	2.02	2.5	1.01
Greenville	S	306		E	0.43	0.87	0.44	BIT	531	1.99	2.5	2.36
Greenville	S	1046		E	0.06	0.2	0.14	BIT	531	1.89	2.5	2.54
Greenville	S	481		N		0.15	0.15	BIT	531	1.77	2.5	1.75
Greenville	S	1046		E	0.2	0.5	0.3	BIT	531	0.2	2.5	2.17
Greenville	S	1046		E	0.5	0.55	0.05	BIT	531	0.11	2.5	0.30
Greenville	S	596		E		0.6	0.6	BIT	530	1.92	2.5	1.60

Interstate Mainline Capacity Ranking List

Note: The additional revenue would supplement federal and state funding currently dedicated to Interstate capacity and maintenance needs. Projects will be selected from the current Commission approved Act 114 re Widening of 4 lane sections to 6 lanes will be targeted due to ease of construction and the availibility of right of way within the medians. mprovements to existing 6 lane sections are intended to extend the life of the existing lanes by implementing modal, travel demand management, and operational strategies. Operational strategies may include ramp improvements and lane extensions to reduce congestion associated with weave movements. These strategies have been identified by conducting detailed corridor studies along the selected routes. Additional corridor studies are needed to identify recommendations for other highly ranked 6 lane segments.

ACT 114 Criteria

Rank	County	Route	Route #	Existing # of lanes	Urban/ Rural	Segment	Begin Milepost	End Milepost	MI	Average Capacity	2008 Average AADT	Planning Estimate	Summary of Interstate Calculations: V/C	Truck	Safety	PQI	Financial Viability	Econ Dev	Environ	Total Score
1	CHARLESTON	I	26	6	U	US 52 CONN TO I-526	208.09	212.51	4.42	79,700	129,900	$88,400,000	1.500	0.300	1.000	0.163	0.500	0.500	0.100	4.063
2	GREENVILLE	I	385	4	U	N of S-272 (6 lane section) TO I-85	29.88	36.33	6.45	50,600	65,100	$129,000,000	1.159	0.300	1.000	0.187	0.500	0.200	0.300	3.646
3	RICHLAND	I	20	4	U	I-77 TO S-53	75.72	81.66	5.94	50,600	63,200	$118,800,000	1.305	0.292	0.800	0.168	0.500	0.200	0.300	3.564
4	LEXINGTON/RICHLAND	I	26	6	U	US 176 TO S-36 (ST ANDREWS RD)	101.48	106.46	4.98	79,700	98,700	$720,000,000	1.107	0.385	1.000	0.168	0.100	0.400	0.300	3.450
5	GREENVILLE/SPARTANBURG	I	85	6	U	US 25 TO SC 129	43.21	67.90	24.69	76,000	88,100	$493,800,000	1.200	0.500	0.600	0.151	0.100	0.500	0.100	3.151
6	CHARLESTON/BERKELEY	I	526	4	U	SC 7 TO S-97 (LONG POINT RD)	0.12	17.50	17.38	48,200	63,500	$527,400,000	1.412	0.250	0.600	0.139	0.100	0.500	0.100	3.101
7	LEXINGTON/CALHOUN	I	26	4	U/R	US 321 TO S-31	115.18	124.68	9.50	61,600	56,300	$190,000,000	0.843	0.295	0.400	0.254	0.500	0.500	0.300	3.091
8	CHARLESTON	I	526	4	U	S-97 (LONG POINT RD) TO US 17	17.50	19.56	2.06	48,200	37,700	$41,200,000	0.504	0.288	1.000	0.216	0.500	0.500	0.100	3.088
9	LEXINGTON	I	20	4	U	S-204 TO US 378	50.96	61.27	10.31	51,900	51,000	$206,200,000	0.784	0.261	0.800	0.220	0.300	0.200	0.500	3.066
10	SPARTANBURG	I	85	6	U	SC 85 TO I-85 BUS LOOP	68.84	77.59	8.75	70,500	60,400	$175,000,000	0.600	0.400	0.600	0.098	0.500	0.500	0.300	2.998
11	ANDERSON/GREENVILLE	I	85	6	R/U	SC 153 TO US 25	40.21	43.21	3.00	93,100	81,700	$60,000,000	0.643	0.500	0.400	0.295	0.500	0.500	0.100	2.938
12	CHARLESTON	I	26	6	U	I-526 TO HERIOT ST	212.51	219.20	6.69	87,000	84,700	$250,000,000	0.639	0.144	0.800	0.188	0.300	0.500	0.300	2.872
13	LEXINGTON/RICHLAND	I	20	6	U	US 378 TO I-77	61.27	75.72	14.45	81,500	83,600	$289,000,000	0.900	0.200	0.800	0.253	0.300	0.200	0.100	2.753
14	LEXINGTON/RICHLAND	I	26	6	U	I-126 TO US 321	107.96	115.18	7.22	79,700	77,300	$144,400,000	0.600	0.300	0.800	0.238	0.300	0.400	0.100	2.738
15	RICHLAND	I	77	4	U	I-20 TO SC 277	15.87	18.45	2.58	48,200	46,900	$51,600,000	0.600	0.200	0.600	0.243	0.500	0.200	0.300	2.643
16	BERKELEY/CHARLESTON	I	26	6	U	US 17-A TO US 52 CONN	199.04	208.09	9.05	77,300	73,300	$181,000,000	0.600	0.300	0.600	0.127	0.300	0.500	0.100	2.527
17	GREENVILLE	I	385	6	U	S-55 TO N of S-272 (6 lane section)	27.30	29.88	2.58	76,000	59,900	$51,600,000	0.600	0.300	0.400	0.091	0.500	0.200	0.300	2.391
18	SPARTANBURG/CHEROKEE	I	85	4	R	US 221 TO NC ST LINE	77.92	106.28	28.36	64,100	49,700	$567,200,000	0.392	0.331	0.600	0.141	0.100	0.500	0.300	2.363
19	SPARTANBURG	I	26	4	U	US 176 TO SC 296	14.05	22.07	8.02	51,300	45,200	$160,400,000	0.551	0.200	0.600	0.176	0.300	0.200	0.300	2.326
20	AIKEN	I	20	4	U	GA STATE LINE TO US 25	0.00	5.02	5.02	50,600	48,400	$100,400,000	0.600	0.200	0.400	0.192	0.500	0.100	0.300	2.292
21	NEWBERRY/LEXINGTON/RICHLAND	I	26	4	R/U	SC 202 TO US 176	85.36	101.48	16.12	64,600	43,600	$322,400,000	0.392	0.200	0.600	0.196	0.100	0.400	0.300	2.188
22	YORK	I	77	6	U	US 21 TO SC 122	76.87	78.89	2.02	79,700	57,300	$40,400,000	0.300	0.300	0.400	0.099	0.500	0.200	0.300	2.099
23	GREENVILLE	I	385	6	U	I-85 TO SC 291	36.33	40.24	3.91	87,000	84,800	$78,200,000	0.803	0.303	0.400	0.183	0.100	0.200	0.100	2.089
24	RICHLAND	I	77	6	U/R	SC 277 TO US 21	18.45	24.05	5.60	98,200	62,200	$112,000,000	0.328	0.203	0.400	0.152	0.300	0.200	0.500	2.084
25	BERKELEY	I	26	4	R/U	SC 27 TO US 17-A	187.38	199.04	11.66	62,800	40,800	$233,200,000	0.418	0.200	0.600	0.129	0.100	0.500	0.100	2.046
26	OCONEE/ANDERSON	I	85	4	R	GA ST LINE TO US 76	0.00	19.44	19.44	63,900	38,400	$388,800,000	0.300	0.300	0.400	0.118	0.100	0.500	0.300	2.018
27	DORCHESTER/ORANGEBURG	I	95	4	R	US 178 TO I-26	82.23	85.74	3.51	67,300	38,500	$70,200,000	0.300	0.200	0.400	0.070	0.500	0.200	0.300	1.970
28	RICHLAND	I	77	6	U	SC 35 TO I-20	1.65	15.87	14.22	79,700	67,700	$284,400,000	0.600	0.251	0.600	0.118	0.100	0.200	0.100	1.969
29	AIKEN	I	20	4	U	US 25 TO S-144	5.02	11.22	6.20	50,600	28,800	$124,000,000	0.300	0.200	0.400	0.140	0.500	0.100	0.300	1.940
30	JASPER	I	95	4	R	US 278 TO US 17	20.74	33.08	12.34	67,300	41,600	$246,800,000	0.300	0.300	0.400	0.182	0.300	0.100	0.300	1.882
31	RICHLAND/KERSHAW	I	20	4	R	S-53 TO US 521	81.66	97.81	16.15	70,700	38,800	$323,000,000	0.300	0.200	0.400	0.153	0.300	0.200	0.300	1.853
32	FLORENCE	I	95	4/6	U	US 76 TO US 52	157.26	164.10	6.84	62,900	38,000	$136,800,000	0.300	0.200	0.600	0.133	0.500	0.000	0.100	1.833
33	RICHLAND/FAIRFIELD	I	77	4	R	US 21 TO S-41	24.05	40.77	16.72	67,300	38,300	$334,400,000	0.300	0.200	0.200	0.113	0.300	0.200	0.500	1.813
34	SPARTANBURG	I	26	4	U	SC 296 TO US 221	22.07	28.13	6.06	50,600	27,400	$121,200,000	0.300	0.200	0.200	0.099	0.500	0.200	0.300	1.799
35	CALHOUN/LEXINGTON/RICHLAND	I	26	4	R	S-31 TO I-95	124.68	168.53	43.85	70,700	45,400	$877,000,000	0.300	0.200	0.400	0.177	0.100	0.500	0.100	1.777
36	ANDERSON	I	85	6	R	US 76 TO SC 153	19.44	40.21	20.77	93,700	56,900	$415,400,000	0.300	0.430	0.200	0.137	0.100	0.500	0.100	1.767
37	FAIRFIELD/CHESTER/YORK	I	77	4	R/U	SC 200 TO US 21	48.03	76.87	28.84	66,200	37,100	$576,800,000	0.318	0.206	0.200	0.163	0.100	0.200	0.500	1.686
38	JASPER	I	95	4	R	GA ST LINE TO US 278	0.00	20.74	20.74	67,300	45,600	$414,600,000	0.300	0.300	0.200	0.148	0.300	0.100	0.100	1.448

Widening already completed or underway

Six lane section where a corridor management study is necessary to identify project approach, estimates, and timelines

Four lane section included in State Infrastructure Bank (SIB) application

Section in the draft 2014-2019 Statewide Transportation Improvement Program (STIP), approved for Public Comment by the Highway Commission on June 20, 2013 prior to Act 98 passage. 2014-2019 STIP to take effect October 1, 2013.

Volume to Capacity Score – V/C ratios are calculated using the 2008 Average Daily Traffic Volumes (ADTs) and lane capacities based on the Highway Capacity Manual. For interstate segments with multiple permanent traffic count stations, V/C ratios are calculated for each count station with consideration given to length and then averaged to generate one representative V/C ratio.

Trucks – The truck data is collected from permanent traffic count stations located along the interstate system. The count stations provide a truck percentage based on total traffic and the percentage is converted to an actual truck volume. For interstate segments with multiple permanent traffic count stations, truck volumes are calculated for each count station with consideration given to length and then averaged to generate one representative truck volume.

Safety - The accident data is provided by the South Carolina Department of Public Safety and the SCDOT Traffic Engineering Office calculates the accident rates. The accident data is from 2007 to 2009.

Pavement Condition (PQI) - Interstate pavement conditions are evaluated by SCDOT Pavement Management Section. The pavement quality data is updated continually and the latest information is through 2010. For the purpose of interstate capacity rankings, actual PQI ratings were subtracted by 5 to create a consistent scoring range and correctly emphasize poor pavement conditions (High PQI ratings normally reflect high-quality pavement conditions).

Financial Viability – Financial viability is intended to reflect the Department's ability to fund and implement a proposed improvement. The scoring is calculated using the three-year non rehab Interstate capacity budget divided by a project's projected cost.

Economic Development – The economic development score is provided by the South Carolina Department of Commerce. The score is based on an assessment of available infrastructure and existing industrial and manufacturing employment in relation to the location of a proposed improvement.

Environmental – The environmental scores are provided by the SCDOT Environmental Office. The scores are based on an the location of proposed improvements and an assessment of known environmental, cultural, and social resources in relation to the location of proposed improvements.