

Follow up on the breakdown of 1300 projects under development Snapshot as of 10/2014 Projections

Projects in the Pipeline (FFY 2015 - FFY 2018)

						10%	43%	1%	18%	<1% *	5%	10%	7%	3%	2%	1% **
Anticipated LET/ RFP Award FY	Total \$	Fed \$	State \$	Other \$	Total #	Bridge	Resurfacing	Rehabilitation	Preservation	Interchange Improvements	Safety Improvements	Intersection Improvements	Signing & Marking	Widening & New Location	Enhancement	стс
FFY 2015	969,318,248	524,622,865	284,188,664	160,506,719	547	98	173	5	92	1	27	59	38	17	22	15
FFY 2016	704,163,918	375,573,839	173,078,231	155,511,848	319	17	138	3	51	0	15	50	21	12	11	1
FFY 2017	774,970,034	357,958,427	163,011,607	254,000,000	267	8	138	3	51	1	14	24	21	7	0	0
FFY 2018	368,655,357	190,066,116	133,099,654	45,489,587	248	11	138	1	51	0	14	11	21	1	0	0
TOTAL	2,817,107,557	1,448,221,247	753,378,156	615,508,154	1,381	134	587	12	245	2	70	144	101	37	33	16

<u>NOTES</u>

*Interchange Improvement projects are generally included as part of mainline improvements and are often reflected in the Widening & New Location category. Additionally, the I-85 / I-385 project is a large project that has consumed multiple years of available funding in the Interchange Improvement category.

**The CTC projects are programmed and let to contract in short order and there are not many in SCDOT's project development pipeline at present. In looking at yearly averages SCDOT lets approximately 100 CTC projects per year. Self-Administered CTC programs let an additional approximately 100 projects each year also that are also not illustrated in the chart above.

November 2014



PUBLIC ROAD MILES PAVED/UNPAVED STATUS BY COUNTY (EZRIEAR1)

As of 12/31/2013

COUNTY	PAVED MILEAGE	UNPAVED MILEAGE	TOTAL MILEAGE
ABBEVILLE	681.900	319.490	1,001.390
AIKEN	1,595.755	765.460	2,361.215
ALLENDALE	476.760	158.370	635.130
ANDERSON	3,143.773	12.626	3,156.399
BAMBERG	531.330	237.740	769.070
BARNWELL	594.720	228.400	823.120
BEAUFORT	684.220	206.410	890.630
BERKELEY	1,052.520	816.360	1,868.880
CALHOUN	535.740	108.500	644.240
CHARLESTON	1,725.300	427.230	2,152.530
CHEROKEE	818.460	279.410	1,097.870
CHESTER	822.260	206.630	1,028.890
CHESTERFIELD	1,092.700	728.080	1,820.780
CLARENDON	791.470	333.960	1,125.430
COLLETON	1,030.190	317.240	1,347.430
DARLINGTON	1,025.010	241.280	1,266.290
DILLON	676.220	233.710	909.930
DORCHESTER	777.010	328.220	1,105.230
EDGEFIELD	591.310	350.970	942.280
FAIRFIELD	716.240	221.790	938.030
FLORENCE	1,451.971	411.830	1,863.801
GEORGETOWN	669.300	259.390	928.690
GREENVILLE	2,970.110	244.330	3,214.440
GREENWOOD	928.210	196.650	1,124.860
HAMPTON	570.420	265.700	836.120
HORRY	1,533.830	944.970	2,478.800
JASPER	504.410	137.560	641.970
KERSHAW	1,046.760	425.600	1,472.360
LANCASTER	907.980	338.600	1,246.580
LAURENS	1,315.760	177.100	1,492.860
LEE	606.560	137.287	743.847
LEXINGTON	1,694.130	875.690	2,569.820
MCCORMICK	455.710	329.780	785.490
MARION	581,290	393.600	974.890
MARLBORO	734.120	279.150	1,013.270
NEWBERRY	878.570	351.100	1,229.670
OCONEE	1,127.340	398.480	1,525.820
ORANGEBURG	1,635.010	878.410	2,513.420
PICKENS	1,388.990	66.830	1,455.820
RICHLAND	2,149.620	467.080	2,616.700
SALUDA	627.488	429.588	1,057.076
SPARTANBURG	2,824.290	210.616	3,034.906
SUMTER	1,152.510	355.160	1,507.670
UNION	712.360	135.810	848.170
WILLIAMSBURG	981.700	344.070	1,325.770
YORK	1,439.830	404.980	1,844.810
FINAL TOTALS	50,251.157	15,981.237	66,232.394



Mileage Summary Record By Counties (D760021P)

01 Abbeville 655.77 Abbeville 65.30 11.20 18.3420 6.30.0 451.810 14.20 02 Alken 1,509.515 45.160 45.160 165.870 140.780 309.63.203 21 04 Anderson 1,261.460 36.570 36.570 175.220 175.400 356.230 32.230 24 05 Barnwell 593.470 36.570 175.220 175.400 356.1670 0.670 438.150 24 06 Barnwell 593.470 10.7600 29.880 137.480 10.570 382.590 24 07 Bourdort 522.130 17.440 17.440 37.470 41.010 10.690.690 15 03 Calinum 528.606 17.440 17.440 37.780 47.720 69.890 782.270 6 12 Chesterfield 10.660 18.820 14.820 14.500 152.404 4.030 740.520 22 42.880 66.130 122.040 68.390 122.040 162.890 162.200 <td< th=""><th></th><th></th><th></th><th>Int</th><th>terstate Sys</th><th>tem</th><th></th><th>Sta</th><th>ate Primary</th><th>System</th><th></th><th>State Sec</th><th>condary Sy</th><th>stem</th></td<>				Int	terstate Sys	tem		Sta	ate Primary	System		State Sec	condary Sy	stem
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16 Dardington 1,011.170 14.580 14.580 85.630 68.610 154.240 7.650 831.760 2 17 Dillon 670.680 23.770 23.770 66.140 52.870 122.010 3.220 513.110 84 80 66.920 149.500 18.030 442.280 39 18 Dorchester 664.260 21.460 43.620 124.490 168.110 18.670 497.170 4 20 Fairfield 710.340 21.460 21.460 43.620 124.490 168.110 18.670 497.170 4 21 Forence 1,465.440 51.230 51.230 51.230 26.510 80.510 30.40.02 168.140 80.650 6 23 Greenville 1,465.440 51.230 51.230 52.770 72.720 127.170 78.140 20.510 31.300 492.090 7 25 Horry 1,341.220 257.720 127.170 78.140 35.540 28.640 19 28 Lancaster 897.190 33.900 33.900 33.900 33.900 173.490 6.100	rendon	775.170	34.220				34.220	42.880	86.130	129.010	4.780	604.580	2.580	611.940
17 Dillon 670.690 23.770 23.770 69.140 52.870 122.010 3.220 513.110 8 18 Dorchester 681.630 32.610 32.610 82.810 66.220 149.500 18.030 442.280 9 19 Edgefield 604.260 710.340 21.460 32.610 127.580 241.930 48.690 1,034.930 5 20 Fairfield 1,655.210 1.66.70 470.740 4 48.520 124.490 168.110 18.670 497.170 4 21 Florence 1,655.410 51.230 26.6510 80.510 349.020 168.140 890.650 6 24 Greenwood 73.7480 6.610 6.610 64.680 66.560 131.240 0.970 426.160 16 26 Hampton 581.470 6.610 64.680 66.560 131.240 3.500 922.800 122.400 146.500 16.510 35.500 922.800 123.900 33.900 74.390 16.100 824.400 193 246.640 19 32 24.640 140.00 33.500 922.8	leton 1	1,045.440	28.300				28.300	105.040	145.400	250.440	4.030	740.520	22.150	766.700
17 Dillon 670.690 23.770 23.770 69.140 52.870 122.010 3.220 513.110 8 18 Dorchester 681.630 32.610 32.610 82.810 66.220 149.500 18.030 442.280 9 19 Edgefield 604.260 710.340 21.460 32.610 127.580 241.930 48.690 1,034.930 5 20 Fairfield 1,655.210 1.66.70 470.740 4 48.520 124.490 168.110 18.670 497.170 4 21 Florence 1,655.410 51.230 26.6510 80.510 349.020 168.140 890.650 6 24 Greenwood 73.7480 6.610 6.610 64.680 66.560 131.240 0.970 426.160 16 26 Hampton 581.470 6.610 64.680 66.560 131.240 3.500 922.800 122.400 146.500 16.510 35.500 922.800 123.900 33.900 74.390 16.100 824.400 193 246.640 19 32 24.640 140.00 33.500 922.8	rlington 1	1,011.170	14.580			1	14.580	85.630	68.610	154.240	7.650	831.760	2.940	842.350
19 Edgefield 604.260 21.460 59.720 76.390 136.110 1.100 445.790 21 20 Fairlield 710.340 21.460 43.620 124.490 166.110 18.670 497.170 4 21 Florence 1,360.220 29.010 29.010 114.350 127.560 241.930 48.680 10.34.930 5 22 Georgetown 655.210 14.820 485.270 66.510 80.510 349.020 168.140 890.650 6 24 Greenwood 737.480 51.230 66.610 66.610 66.610 349.020 136.310 492.090 7 25 Hampton 581.470 6.610 6.610 64.680 66.560 131.240 0.970 426.160 16 27 Jasper 520.030 33.900 33.900 78.390 102.140 175.530 35.40 86.660 131.40 0.970 426.160 13 29 Lancaster 897.190 21.260 21.260 78.190 95.300 173.490 6.100 868.730 22 31 Lee 60.6180 2					8		23.770	69.140	52.870			513.110	8.580	524.910
19 Edgefield 604.260 21.460 59.720 76.390 136.110 1.100 445.790 21 20 Fairfield 710.340 21.460 43.620 124.490 168.10 18.670 497.170 4 21 Florence 1,360.220 29.010 29.010 29.570 62.550 241.930 48.680 1,034.930 5 23 Greenville 1,465.440 51.230 51.230 266.510 80.510 349.020 168.140 890.650 6 24 Greenwood 737.480 51.230 66.610 66.666 131.240 0.970 426.160 16 26 Horry 1,341.220 27.770 78.140 176.533 3.540 286.610 11 1.00 48.680 66.670 133.400 286.610 16 27 Jasper 520.030 33.900 33.900 74.390 102.140 176.533 3.540 286.70 14 20 Lancaster 897.190 21.260 78.190 95.300 173.490 6.600 6.480 6.670 38.840 1.657.70 1445.70 225.740 <t< td=""><td>chester</td><td>681.630</td><td>32.610</td><td></td><td></td><td></td><td>32.610</td><td>82.580</td><td>66.920</td><td>149.500</td><td>18.030</td><td>442.280</td><td>39.210</td><td>499.520</td></t<>	chester	681.630	32.610				32.610	82.580	66.920	149.500	18.030	442.280	39.210	499.520
20 Fairfield 710.340 21.460 21.460 43.620 124.490 168.110 18.670 497.170 4 21 Florence 1,360.220 29.010 29.010 114.350 127.580 241.930 48.690 1,034.930 5 22 Georgehown 6655.10 51.230 266.510 80.510 340.9020 168.140 890.650 6 24 Greenwood 737.480 - 6.610 64.680 66.560 131.240 0.970 426.160 16 24 Greenwood 737.480 - 6.610 64.680 66.560 131.240 0.970 426.160 16 26 Horry 1,341.220 - - 257.720 127.120 384.840 33.500 922.880 10 29.300 131.340 286.640 19 28 Larcaster 87.190 - 28.200 127.610 74.90 95.300 173.490 66.100 28.200 148.450 666.720 14 30 Laurens 1,052.330 38.200 - 28.300 128.610 128.610 11.470 745.660	gefield	1					Addition of the second s		76.390	1.7 0.0000000000000000000000000000000000	POP DE AND DADADA	Sector Contractor States	21.260	468.150
21 Florence 1,360.220 29.010 29.010 114.350 127.580 241.930 48.690 1,034.930 5 22 Georgetown 655.210 346.40 51.230 26.510 80.510 349.020 168.140 890.650 6 24 Greenwilde 1,465.440 51.230 26.510 80.510 349.020 168.140 890.650 6 25 Hampton 581.470 6.610 6.610 64.630 127.770 78.140 205.910 31.930 492.090 7 25 Hampton 520.030 33.900 23.900 257.720 127.120 384.840 33.500 922.880 27 Jasper 520.030 33.900 33.900 74.390 102.140 176.530 35.40 286.640 19 28 Lancaster 897.190 88.010 99.300 187.310 8.450 66.720 14 30 Lacershaw 1,052.330 38.200 20.330 31.250 87.200 118.450 62.90 458.730 2 31 Lee 606.180 20.330 31.250 87.200 118.450		710.340	21.460				21.460	43.620	124.490	168.110	18.670	497.170	4.930	520.770
22 Georgetown 655.210 14.820 485.270 23 Greenwille 1,465.440 51.230 51.230 266.510 80.510 349.020 168.140 890.650 6 24 Greenwodd 737.480 73.930 452.080 73.480 73.930 426.160 166.10 167.530 3.540 226.640 19 27 Jasper 520.030 33.900 21.260 78.190 95.300 173.490 6.100 821.400 3 29 Lancaster 897.190 38.200 129.610 126.613 255.740 11.470 745.660 1 31 Lee 606.180 20.330 38.200 13.250 67.390 188.50 6.250 349.60 1.737 30.72.10 40.	rence 1						29.010	114.350			48.690	1,034.930	5.660	1,089.280
23 Greenville 1,465.440 51.230 268.510 80.510 349.020 168.140 890.650 6 24 Greenwood 737.480 - 127.770 78.140 205.910 31.930 492.090 7 25 Hampton 581.470 6.610 64.680 66.560 131.240 0.970 426.160 16 26 Horry 1,341.220 - 257.720 127.120 384.840 33.500 922.880 27 Jasper 520.030 33.900 33.900 212.60 78.190 95.300 173.490 6.100 821.400 13 28 Kershaw 1,052.330 38.200 38.200 129.610 126.130 255.740 11.470 745.660 1 31 Lee 606.180 20.330 38.200 173.780 66.570 240.350 38.800 1,57.90 21 33 Mocormick 450.700 - 36.890 64.390 101.280 54.40 550.630 35 Mariboro 718.120 - <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>62.550</td><td>155.120</td><td>14.820</td><td>485.270</td><td>1.000012000000</td><td>500.090</td></t<>									62.550	155.120	14.820	485.270	1.000012000000	500.090
24 Greenwood 737.480 1 127.770 78.140 205.910 31.930 492.090 7 25 Hampton 581.470 6.610 66.60 64.680 66.560 131.240 0.970 426.160 16 26 Horry 1,341.220 257.720 127.120 384.840 33.500 922.880 28 27 Jasper 520.030 33.900 74.390 102.140 176.530 3.540 286.640 19 28 Kershaw 1,026.240 21.260 21.260 78.910 99.300 187.310 8.450 686.720 14 30 Laurens 1,052.330 38.200 38.200 129.610 126.613 255.740 11.470 745.660 1 31 Lee 606.180 20.330 20.330 31.250 87.200 118.450 6.290 458.730 2 32 Lexington 1,510.520 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 33 Mocormick 450.700 27.760 85.600 89.790 176.860 56.403 1 <td>enville 1</td> <td></td> <td>51.230</td> <td></td> <td></td> <td></td> <td>51.230</td> <td>268.510</td> <td>AL 21 - 1822</td> <td></td> <td>168.140</td> <td>1000 D1 000 0000</td> <td>6.400</td> <td>1,065.190</td>	enville 1		51.230				51.230	268.510	AL 21 - 1822		168.140	1000 D1 000 0000	6.400	1,065.190
25 Hampton 581.470 6.610 6.610 64.680 66.560 131.240 0.970 426.160 16 26 Horry 1,341.220 257.720 127.120 384.840 33.500 922.880 92.880 27 Jasper 520.030 33.900 74.390 102.140 176.530 3.540 286.640 19 28 Kershaw 1,026.240 21.260 21.260 78.190 95.300 173.490 6.100 821.400 3 30 Laurens 1,052.330 38.200 38.200 129.610 126.130 255.740 11.470 745.660 1 31 Lee 606.180 20.330 31.250 87.200 118.450 6.290 458.730 2 32 Lexington 1,510.520 51.940 173.780 66.570 240.350 38.980 1.730 30.72.10 40 34 Marion 573.870 27.760 88.600 89.790 178.390 13.260 631.800 2 37 Oconee 826.430 4.030 4.030 122.800 97.310 220.110 20.280		1.07.0						127.770	78.140	205.910	31.930	492.090	7.550	531.570
26 Horry 1,341.220 33.900 257.720 127.120 384.840 33.500 922.880 27 Jasper 520.030 33.900 21.260 33.900 74.390 102.140 176.530 3.540 286.640 19 28 Kershaw 1,026.240 21.260 21.260 78.190 95.300 173.490 6.100 821.400 3 29 Lancaster 897.190 38.200 21.260 78.190 95.300 187.310 8.450 686.720 14 30 Laurens 1,052.330 38.200 20.330 31.250 87.200 118.450 6.290 458.730 22 21 Lexington 1,510.520 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 40 34 Marion 573.870 38.600 27.760 88.600 89.790 178.390 13.260 631.800 2 37 Oconee 826.430 4.030 42.300 122.800 97.310 220.110 20.280 </td <td>npton</td> <td></td> <td>6.610</td> <td></td> <td></td> <td></td> <td>6.610</td> <td>64.680</td> <td>66.560</td> <td>22</td> <td>0.970</td> <td></td> <td>16.490</td> <td>443.620</td>	npton		6.610				6.610	64.680	66.560	22	0.970		16.490	443.620
27 Jasper 520.030 33.900 33.900 74.390 102.140 176.530 3.540 286.640 19 28 Kershaw 1,026.240 21.260 78.190 95.300 173.490 6.100 821.400 3 29 Lancaster 897.190 88.010 99.300 187.310 8.450 686.720 14 30 Laurens 1,052.330 38.200 20.330 31.250 87.200 118.450 6.290 458.730 2 31 Lee 606.180 20.330 31.250 87.200 118.450 6.290 458.730 2 32 Lexington 1,510.520 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 33 Mccormick 450.700 83.8410 59.430 142.840 5.960 424.960 0 34 Marion 573.870 27.760 88.600 89.790 178.390 13.260 631.800 2 37 Oconee 826.430 4.030 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>257.720</td> <td>127.120</td> <td></td> <td>33.500</td> <td>922.880</td> <td></td> <td>956.380</td>								257.720	127.120		33.500	922.880		956.380
28 Kershaw 1,026.240 21.260 21.260 78.190 95.300 173.490 6.100 821.400 3 29 Lancaster 897.190 38.200 38.200 129.610 126.130 255.740 11.470 745.660 1 31 Lee 606.180 20.330 38.200 31.250 87.200 118.450 6.290 458.730 2 32 Lexington 1,510.520 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 33 Mccormick 450.700 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 34 Marion 573.870 - - 83.410 59.430 142.840 5.960 424.960 00 35 Mariboro 718.120 - - 85.660 76.390 162.050 5.440 550.630 17 38 Orangeburg 1,592.710 43.120 4.030 122.800 97.310 220.110 20.28			33.900				33.900	74.390	102.140	176.530	3.540	286.640	19.420	309.600
30 Laurens 1,052.330 38.200 129.610 126.130 255.740 11.470 745.660 1 31 Lee 606.180 20.330 31.250 87.200 118.450 6.2.90 458.730 2 32 Lexington 1,510.520 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 33 Mccormick 450.700 51.940 173.780 66.570 240.350 38.980 1,157.990 21 34 Marion 573.870 83.410 59.430 142.840 5.960 424.960 0 35 Marlboro 718.120 85.660 76.390 162.050 5.440 550.630 17 38 Orangeburg 1,592.710 43.120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 43.120 175.530 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda	10-11 () -11	1,026.240	21.260				21.260	78.190	95.300	173.490	6.100	821.400	3.990	831.490
31 Lee 606.180 20.330 20.330 31.250 87.200 118.450 6.290 458.730 2 32 Lexington 1,510.520 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 33 Mccormick 450.700 51.940 51.940 36.890 64.390 101.280 1.730 307.210 40 34 Marion 573.870 83.410 59.430 142.840 5.960 424.960 0 35 Marlboro 718.120 760 88.600 89.790 178.390 13.260 631.800 2 37 Oconee 826.430 4.030 4.030 122.800 97.310 220.110 20.280 564.030 17 38 Orangeburg 1,592.710 43.120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 62.830 62.830 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda 644.120 75.530 62.830 75.530 243.990 142	2	·						88.010	99.300		8.450	686.720	14.710	709.880
32 Lexington 1,510.520 51.940 51.940 173.780 66.570 240.350 38.980 1,157.990 21 33 Mccormick 450.700 - - 36.890 64.390 101.280 1.730 307.210 400 34 Marion 573.870 - - 83.410 59.430 142.840 5.960 424.960 00 35 Marlboro 718.120 - - 85.660 76.390 162.050 5.440 550.630 22 36 Newberry 853.360 27.760 88.600 89.790 178.390 13.260 661.800 22 37 Oconee 826.430 4.030 122.800 97.310 220.110 20.280 564.030 17 38 Orangeburg 1,592.710 43.120 - 43.120 175.530 252.340 428.870 1.042.00 122.400 100.780 227.760 1.04.40 1.082.160 22 39 Pickens 709.200 62.830 - 55.730 100.780 283.870 73.700 1.192.070 1 41 Saluda 644.	irens 1	1,052.330	38.200	A			38.200	129.610	126.130	255.740	11.470	745.660	1.260	758.390
33 Mccormick 450.700 307.210 40 34 Marion 573.870 85 83.410 59.430 142.840 5.960 424.960 0 35 Marlboro 718.120 85.360 27.760 88.600 89.790 178.390 13.260 631.800 2 36 Newberry 853.360 27.760 4.030 122.800 97.310 220.110 20.280 631.800 2 37 Oconee 826.430 4.030 4.3120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 11.92.070 11.92.070 1 1.1790 1.192.070 1 41 Saluda 644.120 644.120 55.530 200.780 83.090 283.870 73.700 1,92.070 1 41 Saluda 644.120 1.368.800 75.530 243.990 142.350 386.340 82.660 819.630 4 43 Sumter 1.043.870 12.860 75.530 243.990 142.350 386.340 82.660 819.630 4 44 Union </td <td></td> <td>606.180</td> <td>20.330</td> <td></td> <td></td> <td></td> <td>20.330</td> <td>31.250</td> <td>87.200</td> <td>118.450</td> <td>6.290</td> <td>458.730</td> <td>2.380</td> <td>467.400</td>		606.180	20.330				20.330	31.250	87.200	118.450	6.290	458.730	2.380	467.400
34 Marion 573.870 424.960 83.410 59.430 142.840 5.960 424.960 0 35 Marlboro 718.120 - - 85.660 76.390 162.050 5.440 550.630 - <	ington 1	1,510.520	51.940				51.940	173.780	66.570	240.350	38.980	1,157.990	21.260	1,218.230
35 Marlboro 718.120 85.660 76.390 162.050 5.440 550.630 36 Newberry 853.360 27.760 88.600 89.790 178.390 13.260 631.800 22 37 Oconee 826.430 4.030 4.030 122.800 97.310 220.110 20.280 564.030 17 38 Orangeburg 1,592.710 43.120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 - - 62.830 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda 644.120 - - 62.830 200.780 83.090 283.870 73.700 1,92.070 1 41 Saluda 644.120 - - 55.730 104.720 160.450 2.030 43.640 45 43 Sumter 1,043.870 12.860 75.530 243.990 142.350 386.340 82.660 819.630	cormick	450.700						36.890	64.390	101.280	1.730	307.210	40.480	349.420
36 Newberry 853.360 27.760 88.600 89.790 178.390 13.260 631.800 2 37 Oconee 826.430 4.030 4.030 122.800 97.310 220.110 20.280 564.030 17 38 Orangeburg 1,592.710 43.120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 62.830 62.830 62.830 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda 644.120 43.120 55.730 104.720 160.450 2.030 436.410 45 42 Spartanburg 1,368.800 75.530 75.530 243.990 142.350 386.340 82.660 819.630 4 43 Sumter 1,043.870 12.860 155.250 73.070 228.320 43.490 753.930 5 44 Union 616.020 46.480 161.020 207.500 2.540 766.380 1 46 York 1,312.310 21.340 21.340 193.910 112.530 306.440	rion	573.870					÷.,	83.410	59.430	142.840	5.960	424.960	0.110	431.030
37 Oconee 826.430 4.030 4.030 4.030 122.800 97.310 220.110 20.280 564.030 17 38 Orangeburg 1,592.710 43.120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 62.830 62.830 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda 644.120 64.4120 55.730 104.720 160.450 2.030 436.410 45 42 Spartanburg 1,368.800 75.530 75.530 243.990 142.350 386.340 82.660 819.630 43 43 Sumter 1,043.870 12.860 12.860 155.250 73.070 228.320 43.490 753.930 5 44 Union 616.020	lboro	718.120						85.660	76.390	162.050	5.440	550.630		556.070
37 Oconee 826.430 4.030 4.030 4.030 122.800 97.310 220.110 20.280 564.030 17 38 Orangeburg 1,592.710 43.120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 62.830 100.780 126.960 227.740 12.440 469.020 1 40 Richland 1,613.550 62.830 62.830 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda 644.120 55.730 104.720 160.450 2.030 436.410 45 42 Spartanburg 1,368.800 75.530 12.860 75.530 243.990 142.350 386.340 82.660 819.630 44 43 Sumter 1,043.870 12.860 12.860 155.250 73.070 228.320 43.490 753.930 55 44 Union 616.020 46.480 161.020 207.500 2.540 766.380 1 46 York 1,312.310 21.340	15		27.760				27.760	88.600			13.260		2.150	Constant of the second s
38 Orangeburg 1,592.710 43.120 43.120 175.930 252.340 428.270 16.440 1,082.160 22 39 Pickens 709.200 62.830 62.830 100.780 126.960 227.740 12.440 469.020 40 Richland 1,613.550 62.830 62.830 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda 644.120 644.120 55.730 104.720 160.450 2.030 436.410 45 42 Spartanburg 1,368.800 75.530 12.860 155.250 73.070 228.320 43.490 753.930 5 44 Union 616.020 12.860 12.860 64.920 149.380 5.220 461.040 0 45 Williamsburg 977.660 21.340 21.340 21.340 193.910 112.530 306.440 48.780 935.250 0	onee		4.030				4.030	122.800			20.280	564.030	17.980	602.290
39 Pickens 709.200 469.020 40 Richland 1,613.550 62.830 62.830 62.830 200.780 83.090 283.870 73.700 1,192.070 1 41 Saluda 644.120 55.730 104.720 160.450 2.030 436.410 45 42 Spartanburg 1,368.800 75.530 75.530 243.990 142.350 386.340 82.660 819.630 44 43 Sumter 1,043.870 12.860 12.860 155.250 73.070 228.320 43.490 753.930 55 44 Union 616.020 12.860 12.860 84.460 64.920 149.380 5.220 461.040 00 45 Williamsburg 977.660 21.340 21.340 21.340 193.910 112.530 306.440 48.780 935.250 0	ngeburg 1	1,592.710					43.120	175.930	252.340	428.270	16.440	1,082.160	22.720	1,121.320
41 Saluda 644.120 2.030 436.410 45 42 Spartanburg 1,368.800 75.530 75.530 243.990 142.350 386.340 82.660 819.630 4 43 Sumter 1,043.870 12.860 12.860 155.250 73.070 228.320 43.490 753.930 5 44 Union 616.020 977.660 84.460 64.920 149.380 5.220 461.040 0 45 Williamsburg 977.660 21.340 21.340 21.340 193.910 112.530 306.440 48.780 935.250 0	kens	709.200						100.780	843405 1855 M	~ 1	12.440	57/21/07/4 (1995) 32		481.460
42 Spartanburg 1,368.800 75.530 75.530 243.990 142.350 386.340 82.660 819.630 44 43 Sumter 1,043.870 12.860 12.860 155.250 73.070 228.320 43.490 753.930 55 44 Union 616.020 - 84.460 64.920 149.380 5.220 461.040 00 45 Williamsburg 977.660 - - 21.340 193.910 112.530 306.440 48.780 935.250 0	hland 1	1,613.550	62.830				62.830	200.780	83.090	283.870	73.700	1,192.070	1.080	1,266.850
42 Spartanburg 1,368.800 75.530 75.530 243.990 142.350 386.340 82.660 819.630 44 43 Sumter 1,043.870 12.860 12.860 155.250 73.070 228.320 43.490 753.930 55 44 Union 616.020 - - 84.460 64.920 149.380 5.220 461.040 00 45 Williamsburg 977.660 - - 46.480 161.020 207.500 2.540 766.380 1 46 York 1,312.310 21.340 - 21.340 193.910 112.530 306.440 48.780 935.250 0										160.450			45.230	483.670
43 Sumter 1,043.870 12.860 12.860 12.860 155.250 73.070 228.320 43.490 753.930 55 44 Union 616.020 64 64.420 64.920 149.380 5.220 461.040 00 45 Williamsburg 977.660 43.12.310 21.340 21.340 193.910 112.530 306.440 48.780 935.250 0		1,368.800	75.530				75.530	243.990			82.660		4.640	906.930
44 Union 616.020 461.040 64.920 149.380 5.220 461.040 0 45 Williamsburg 977.660 461.040 46.480 161.020 207.500 2.540 766.380 1 46 York 1,312.310 21.340 21.340 193.910 112.530 306.440 48.780 935.250 0	CC-070-0210-070-0776 517	21000 LOCOL-000000000	11 R02202000				RG (7438/34/24043)	and the second second	sa anecosione as	2020 D 2020 D 2020 D 2020 D	1010 (SQF028230)	CHARGE 2002 - 20	5.270	802.690
45 Williamsburg 977.660 21.340 46.480 161.020 207.500 2.540 766.380 1. 46 York 1,312.310 21.340 21.340 193.910 112.530 306.440 48.780 935.250 0		10.000 percent 200000	see on a fairly the book of						2010-00-000 SM 000	and the second second	104-54-0405 LIG	in the second	0.380	466.640
46 York 1,312.310 21.340 21.340 193.910 112.530 306.440 48.780 935.250 0.									I				1.240	770.160
			21.340				21.340		100000000000000000000000000000000000000				0.500	984.530
Total 41,413.985 850.590 850.590 850.590 850.590 4,880.550 4,590.660 9,471.210 982.590 29,644.155 465.													465.440	

*County total includes completed Interstate and Totals of State Primary and Secondary Systems

		cuerar An		outes (NFA ondary System			Г	Γ	Non	State	
	Earth	Poads	1	bads 0-0.25		ds 0.25-0.55		Otho	r Earth	r	Paved
County	# of Routes	# Miles	# of Routes	# Lane Miles	# of Routes	T		# of Routes	# Miles	# of Routes	# Lane Miles
Abbeville	9		# 01 Koules	41.24	# OF ROULES 81	The second second second		341	257.63		# Lane Miles
Aiken	17	21.68	775		384		-				
Allendale	7	12.77	163			the second second second second		886 163	735.76	442	190.68
Anderson	5	1.89	250	72.56	100 March 1		-		145.60		9.78
Bamberg	20	24.20	197	49.42	220 82	164.44 60.76		18	6.30	5,951	3,631.15
Barnwell	9	9.62	299	76.02			-	252	212.29	24	6.20
Beaufort	8	1.39	259	69.40	112 130	77.46	-	274	218.78	64	17.46
Berkeley	15	15.43	473	120.72	212	151.04	-	510 547	190.14	179	125.72
Calhoun	2	13.43	78	21.20	60	and the second se			511.78	256 45	117.38
Charleston								154	107.30		17.76
Contraction of the local sector	4	6.12	1,013	274.59	380	265.74		498	235.01	1,681	755.74
Cherokee	2	0.16	146	41.78	96		-	419	276.67	312	144.90
Chester Chesterfield		7.10	321	89.76	145	106.14	-	312	179.86	49	19.22
	4	7.19	285	78.56	141	102.46		636	638.11	56	15.36
Clarendon	8	2.58	219	59.42	106	74.36	-	384	331.38	64	29.54
Colleton	21	22.15	269	74.06	114	84.82		469	294.76	37	13.64
Darlington	5	2.94	504	142.52	235	168.16	_	431	238.34	82	30.73
Dillon	16	8.58	231	61.70	104	74.22		361	225.13	78	23.58
Dorchester	42	39.21	271	70.72	131	94.74		549	287.81	704	266.86
Edgefield	17	21.26	143	38.14	75	54.56		318	280.07	32	14.22
Fairfield	6	4.93	118	30.44	90	68.70		214	197.06	32	21.66
Florence	9	5.66	559	161.76	271	196.54	1	516	404.56	427	183.94
Georgetown			301	79.30	154	116.12		422	247.06	58	23.28
Greenville	7	6.40	296	89.66	191	143.48	19	730	237.77	4,311	2,867.96
Greenwood	6	7.55	238	66.96	108	76.88	_	280	175.74	596	381.53
Hampton	9	16.49	224	60.86	113	80.58	8.1	336	249.21	41	10.88
Horry			327	94.22	163	120.74		1,446	943.55	560	309.46
Jasper	13	19.42	133	37.12	70	51.58		171	117.43	25	7.60
Kershaw	4	3.99	247	70.30	170	125.98		556	420.94	109	39.80
Lancaster	15	14.71	249	76.60	155	114.28		468	318.22	120	50.44
Laurens	3	1.26	304	87.12	179	133.22		264	147.01	446	509.78
Lee	7	2.38	126	34.74	81	56.86		168	129.83	10	2.08
Lexington	20	21.26	612	174.83	375	271.74		1,706	850.02	933	400.16
McCormick	27	39.42	142	35.30	65	45.74		222	182.18	27	28.16
Marion	1	0.11	324	87.02	121	84.10		551	393.49	48	14.36
Marlboro			240	67.00	104	73.92	10	386	279.15	88	32.00
Newberry	6	2.15	290	77.78	99	70.94		354	263.81	140	48.36
Oconee	12	16.26	196	57.56	110	82.76		393	275.02	574	596.20
Orangeburg	21	21.35	642	176.08	313	226.48		1,036	829.27	174	109.78
Pickens	4	1.08	51	16.64	39	28.20		155	65.87	1,409	1,284.72
Richland	4	1.08	1,045	298.62	578	417.18		748	312.06	1,506	680.42
Saluda	46	44.20	126	31.06	57	42.70		549	379.41	102	55.98
Spartanburg	4	4.64	243	69.18	143	104.38		506	199.91	3,442	2,753.23
Sumter	7	5.27	513	147.00	237	171.94		558	346.41	153	76.00
Union	1	0.38	158	44.96	80	57.78	-	98	65.71	309	189.94
Williamsburg	2	1.24	250	68.66	101	74.14		357	342.83	30	10.56
York	1	0.50	557	157.32	288	206.50		770	388.77	361	164.58
TOTAL	442	453.26	14,539	4,057.20	7,331	5,324.42		21,483	14,135.00	26,312	16,341.14

Non-Federal Aid Eligible Routes (NFA only)

,

Source: RIMS as of December 31, 2013

	Fe	deral Aid	Eligible Ro	utes (FA onl	y)						
			State Seco	ondary System	1				Non-	State	
	Earth I	Roads	Paved Ro	oads 0-0.25	Paved Roa	ds 0.25-0.50		Other	Earth	Other	Paved
County	# of Routes	# Miles	# of Routes	# Lane Miles	# of Routes	# Lane Miles	'	# of Routes	# Miles	# of Routes	# Lane Miles
Abbeville			5	1.06	1	0.60				3	0.84
Aiken			26	8.08	18	15.22		2	1.23	12	19.70
Allendale											
Anderson	1	2.94	16	5.02	16	15.58				55	118.69
Bamberg	1	0.15	推动的管理								
Barnwell			3	1.42							
Beaufort			6	1.34	15	11.66		1	0.48	6	6.30
Berkeley			9	2.24	4	4.26				1	0.72
Calhoun					2	1.58					
Charleston			29	11.80	18	17.30				26	25.14
Cherokee			2	0.50	2	1.88		1	0.33	2	1.80
Chester			6	2.14	2	1.24			2	1	0.26
Chesterfield	1	3.91	10	3.54	2	2.36		1	1.80	1	23.62
Clarendon		-	1	0.02	1		14			2	8.22
Colleton			10	3.32	3	2.80	1		加速的问题	2	0.28
Darlington			12	3.68	13	11.04				2	2.64
Dillon			3	0.44	2	1.56				3	1.70
Dorchester		-	8	1.92	3	3.14				2	3.64
Edgefield			5	1.08							
Fairfield			1	0.42							
Florence			21	7.93	17	16.40				13	4.58
Georgetown			7	2.82	6	4.60		6	4.61	3	1.76
Greenville			43	16.85	40	38.96		1	0.16	116	150.04
Greenwood			18	6.66	12	9.92				6	6.88
Hampton		Salar 112	2	0.82	1	0.56					and the second
Horry			16	5.22	15	13.22		2	1.42	51	93.82
Jasper	The second					The Cold Party		2	0.71		
Kershaw			7	2.44	4	2.98		3	0.67	10	10.58
Lancaster			10	3.22	7	6.66		2	5.67	2	0.66
Laurens			18	5.76	15	12.66			-	7	3.30
Lee			1	0.32			i dat			2	0.90
Lexington			35	13.79	9	7.68		4	4.41	10	7.94
McCormick	1	1.06	3	1.04				見たに扱ってい			Cardinala.
Marion			8	2.58	9	6.46				5	0.84
Marlboro			1	0.40				Standard Sale			
Newberry			10	3.09	8	6.02				3	3.20
Oconee	1	1.72	11	4.06	4	4.42	163	3	6.52	5	16.92
Orangeburg	1	1.37	13	5.00	11	8.06		1	0.45	1	0.90
Pickens		Teacher Street	12	2.73	12	10.44		1	0.34	36	43.32
Richland			65	23.00	18	16.06		1	0.17	63	74.92
Saluda	1	1.03	2	0.52	1	0.92				1	1.22
Spartanburg			39	14.44	27	23.56		1	0.56	116	165.42
Sumter			18	8.68	11	9.08		1	2.93	5	1.88
Union			6	1.92	3	2.28		1	0.09	3	2.38
Williamsburg			3	1.32	2	1.64					
York			. 32	10.26	22	23.46		1	0.09	47	43.28
TOTAL	7	12.18	553	192.89	355	316.26		34	32.55	623	848.29

Federal Aid Eligible Routes (FA only)

Source: RIMS as of December 31, 2013

		ccional no		cations (FA a ondary System			Г		Non-	State	
	Earth	Roads		oads 0-0.25		ds 0.25-0.50	\vdash	Othe	r Earth		Paved
County	# of Routes	# Miles	# of Routes	# Lane Miles	# of Routes		+	# of Routes	# Miles	# of Routes	# Lane Miles
Abbeville	9	CONTRACTOR OF THE OWNER OF THE	146	42.30	82	59.08	-	341	257.63	and the second	59.20
Aiken	17	21.68	801	238.50	402	296.40	-	888	736.99		210.38
Allendale	7	12.77	163	46.88	68	The second s		163	145.60		9.78
Anderson	6	the state of the s	266	77.58	236	180.02	-	18	6.30	6,006	3,749.85
Bamberg	21	24.35	197	49.42	82	60.76		252	212.29	24	6.20
Barnwell	9	9.62	302	77.44	112	77.46	-	274	218.78	64	17.46
Beaufort	8	1.39	256	70.74	145	105.32	-	511	190.62	185	132.02
Berkeley	15	15.43	482	122.96	216	155.30	-	547	511.78	257	118.10
Calhoun	2	1.20	78	21.20	62	49.80		154	107.30	45	17.76
Charleston	4	6.12	1,042	286.39	398	283.04	-	498	235.01	1,707	780.88
Cherokee	2	0.16	148	42.28	98	71.42	-	420	277.00	314	146.70
Chester			327	91.90	147	107.38		312	179.86	50	19.48
Chesterfield	5	11.10	295	82.10	143	104.82	-	637	639.91	57	38.98
Clarendon	8	2.58	220	59.44	106	74.36	-	384	331.38	66	37.76
Colleton	21	22.15	279	77.38	117	87.62	-	469	294.76	39	13.92
Darlington	5	2.94	516	146.20	248	179.20	-	431	238.34	84	33.37
Dillon	16	8.58	234	62.14	106	75.78	1000	361	225.13	81	25.28
Dorchester	42	39.21	279	72.64	134	97.88	-	549	287.81	706	270.50
Edgefield	17	21.26	148	39.22	75	54.56		318	280.07	32	14.22
Fairfield	6	4.93	119	30.86	90	68.70	-	214	197.06	32	21.66
Florence	9	5.66	580	169.69	288	212.94	1.0	516	404.56	440	188.52
Georgetown			308	82.12	160	120.72		428	251.67	61	25.04
Greenville	7	6.40	339	106.51	231	182.44		731	237.93	4,427	3,018.00
Greenwood	6	7.55	256	73.62	120	86.80		280	175.74	602	388.41
Hampton	9	16.49	226	61.68	114	81.14	Concession in the local division of the loca	336	249.21	41	10.88
Horry			343	99.44	178	133.96		1,448	944.97	611	403.28
Jasper	13	19.42	133	37.12	70	51.58	品書	173	118.14	25	7.60
Kershaw	4	3.99	254	72.74	174	128.96		559	421.61	119	50.38
Lancaster	15	14.71	259	79.82	162	120.94		470	323.89	122	51.10
Laurens	3	1.26	322	92.88	194	145.88		264	147.01	453	513.08
Lee	7	2.38	127	35.06	81	56.86		168	129.83	12	2.98
Lexington	20	21.26	647	188.62	384	279.42		1,710	854.43	943	408.10
McCormick	28	40.48	145	36.34	65	45.74		222	182.18	27	28.16
Marion	1	0.11	332	89.60	130	90.56		551	393.49	53	15.20
Marlboro			241	67.40	104	73.92		386	279.15	88	32.00
Newberry	6	2.15	300	80.87	107	76.96		354	263.81	143	51.56
Oconee	13	17.98	207	61.62	114	87.18		396	281.54	579	613.12
Orangeburg	22	22.72	655	181.08	324	234.54		1,037	829.72	175	110.68
Pickens			63	19.37	51	38.64		156	66.21	1,445	1,328.04
Richland	4	1.08	1,110	321.62	596	433.24		749	312.23	1,569	755.34
Saluda	47	45.23	128	31.58	58	43.62		549	379.41	103	57.20
Spartanburg	4	4.64	282	83.62	170	127.94		507	200.47	3,558	2,918.65
Sumter	7	5.27	531	155.68	248	181.02		559	349.34	158	77.88
Jnion	1	0.38	164	46.88	83	60.06		99	65.80	312	192.32
Williamsburg	2	1.24	253	69.98	103	75.78		357	342.83	30	10.56
/ork	1	0.50	589	167.58	310	229.96		771	388.86	408	207.86
OTAL	449	465.44	15,092	4,250.09	7,686	5,640.68		21,517	14,167.55	26,935	17,189.43

All Functional Road Classifications (FA & NFA)

Source: RIMS as of December 31, 2013

AS OF DECEMBER 31, 2013 Secondary
Eligible for Fed-Aid
139.460
393.940
88.470
409.130
118.250
150.250
132.270
200.110
81.910
241.850
139.980
105.460
254.480
223.790
188.560
287.100
115.100
141.220
174.070
184.200
409.048
159.640
575.600
199.300
117.360
394.100
73.150
244.840
311.790
249.170
194.430
445.060
74.910

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Traffic Engineering/Road Data Services	

FEDERAL AID ELIGIBILITY

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R				AS OF	AS OF DECEMBER 31, 2013	231, 2013			
Engineering/Road Data Services				Secondary				Percent	Total State
			Eligible	Not Eligible		.o L	Other	State	Public Road
	Interstate	Primary	for Fed-Aid	for Fed-Aid	Secondary	System	than SCDOT	Maintained	Miles
MARION	0.000	142.840	154.760	276.270	431.030	573.870	401.020	29%	974.890
MARLBORO	0.000	162.050	98.390	457.680	556.070	718.120	295.150	71%	1,013.270
NEWBERRY	27.760	178.390	222.560	424.650	647.210	853.360	376.310	69%	1,229.670
OCONEE	4.030	220.110	202.640	399.650	602.290	826.430	699.390	54%	1,525.820
ORANGEBURG	43.120	428.270	240.020	881.300	1,121.320	1,592.710	920.710	63%	2,513.420
PICKENS	0.000	227.740	227.290	254.170	481.460	709.200	746.620	49%	1,455.820
RICHLAND	62.830	283.870	434.240	832.610	1,266.850	1,613.550	1,003.150	62%	2,616.700
SALUDA	0.000	160.450	130.760	352.910	483.670	644.120	412.956	61%	1,057.076
SPARTANBURG	75.530	386.340	383.590	523.340	906.930	1,368.800	1,666.106	45%	3,034.906
SUMTER	12.860	228.320	253.600	549.090	802.690	1,043.870	463.800	69%	1,507.670
NOIND	0.000	149.380	153.240	313.400	466.640	616.020	232.150	73%	848.170
WILLIAMSBURG	0.000	207.500	233.540	536.620	770.160	977.660	348.110	74%	1,325.770
YORK	21.340	306.440	317.970	666.560	984.530	1,312.310	532.500	71%	1,844.810
Grand Totals	850.590	9,471.210	10,270.598		20,821.587 31,092.185	41,413.985	24,818.409	63%	66,232.394

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November 2014



Utility Cuts Follow Up

Following below are the sections from the SCDOT Utility Accommodations Manual that outline what is required from a Utility Owner when their work requires a pavement cut on a state owned road.

Pavement Cuts

13.3.1. No open cuts in the pavement will be permitted except by permission of the Department. Where pavement is to be cut, the work shall be done in clear weather when traffic is lightest. Materials and methods of compaction shall be adapted to achieve prompt restoration of traffic service. Signing and warning devices will be supplied by the utility company or its contractor and will be in compliance with the <u>Manual on Uniform Traffic Control Devices (MUTCD)</u>. Traffic will be maintained at all times and lane closures will only be permitted after a traffic control plan is approved. Driveways will be maintained so as to permit ingress and egress to properties adjacent to the roadway. Blocking or closing of a driveway will not be permitted without the approval of the property owner. Restoration will be performed as shown in Figure 4 or as specified by the Department.

13.4. Pavement Repairs

13.4.1. The entire affected surface of asphalt roadways will be overlaid one year after initial restoration of pavement on all longitudinal cuts or if three (3) or more perpendicular cuts are made within a 200 foot section of roadway unless the road is scheduled to be resurfaced or in dire need of resurfacing. The Department at the time of the encroachment permit application will determine the need and extent of resurfacing required by the permittee. Initial restoration shall be maintained in good condition by the permittee for the period prior to resurfacing and repairs as necessary shall be made immediately upon discover. The Department will inspect the initial repair to insure it is in satisfactory condition prior to resurfacing. Where the pavement cut is not to be resurfaced, it will be maintained for two (2) years or until the cut is satisfactorily restored.

13.4.2. Base and surfacing for asphalt driveway repairs shall consist of six (6) inches of stabilized aggregate base course and 150 pounds of asphalt concrete surface course unless otherwise specified by the local Resident Maintenance Engineer.

13.4.3. Techniques that may be used for installing pipeline under a highway without disturbing the surface are indicated below:

13.4.3.1. Driving: A small pipe with a pilot shoe can be driven through compressible soils by a steady thrust, hammering, or vibrating. A casing or corrosion resistance carrier must be used.

13.4.3.2. Coring: A small casing without pilot shoe can be drilled into more difficult soil, which enters the pipe as it advances. The core is removed by sluicing during or after drilling.

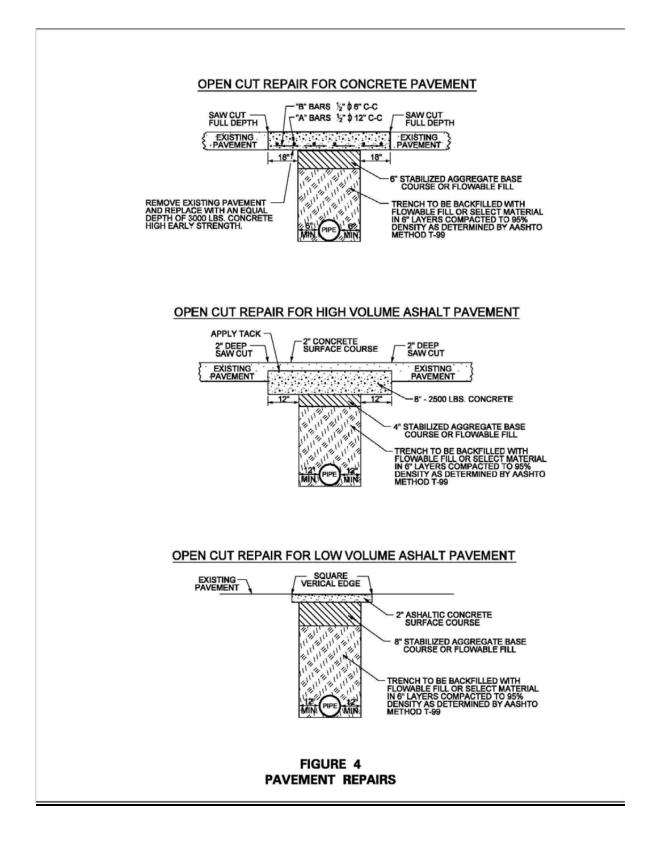
13.4.3.3. Boring: Larger pipes can be jacked through oversize bores carved progressively ahead of the leading edge of the advancing pipe as spoil is mucked back through the pipe.

13.5. Controls

13.5.1. Un-trenched construction shall be required as described in the section on Encasement and Allied protection.

13.5.2. Portal limits (temporary access points, bore pits, etc.) of pipeline crossings shall be established safely beyond the surfaced area of the highway so as to avoid impairing the roadway during installation of the pipeline. The near edge of portals shall be beyond the controlled access line on controlled access highways and no closer than five (5) feet on conventional highways. Adequate protection and warning devices will be provided while the portal is open. Bulkheading is required on any location nearer than five (5) feet or where the horizontal distance from the edge of pavement is less than the vertical differences in elevation between the surfaced area of the highway and the pipeline.





November 2014



UTILITY RELOCATIONS STATE COMPARISON

ALABAMA:

- The Department does not acquire utility easements as part of their R/W acquisition process. They do reimburse companies that have prior rights.
- Payment for relocation depends on project funding:
 - i.) On interstate projects, all utilities are reimbursable, but utilities can only cross perpendicular not locate longitudinally.
 - ii.) On federal aid projects, utilities that gross less than \$250,000,000 per year are reimbursable, and utilities with prior rights are reimbursable.
 - iii.) On state funded projects, utilities are non-reimbursable unless they have prior rights or qualify as pauper (relocation cost would bankrupt the utility).

FLORIDA:

- The Department does not acquire easements for a utility corridor associated with road construction projects. Do require the utility company with prior rights to relinquish their easement if land is purchased by the Department and a new easement is obtained by the utility company.
- All utilities are reimbursed (those under permit and within an easement) when they are on the interstate system and meet federal reimbursement requirements.
- Utilities on Primary and secondary roads that are there by Permit are not reimbursed for their relocations. Utilities with prior rights are paid for their relocation costs.

NORTH CAROLINA:

- The Department can by statue obtain additional rights-of-way for the purpose of accommodating the installation of utilities.
 - i) Must enter into voluntary agreements regarding use of the utility easement, payment to the Department to recapture cost.
 - ii) Cost allocated based on the number of utilities utilizing the easement.
 - iii) Utility company can chose not to participate in the proposed plan for right-of-way acquisition.
- The Department shall pay for the nonbetterment cost for the relocation of water and sewer lines located within the existing right-of- way that are due to a transportation improvement project and are owned by:
 - i) A municipality with a population of 5,500 or less according to the latest decennial census.
 - ii) A nonprofit water and sewer association or corporation.
 - iii) Any water and sewer system organized pursuant to Chapter 162A of the General Statues.
 - iv) A rural water system operated by a County as an enterprise system.
 - v) Any sanitary district organized pursuant to Part 2 of Article 2 of Chapter 130A of the General Statues.
 - vi) A water or sewer system constructed by a water or sewer system organized pursuant to Chapter 162A of the General Statues and then sold or transferred to a municipality with a population of greater than 5,500 according to the latest decennial census.



UTILITY RELOCATIONS STATE COMPARISON (Continued)

VIRGINIA:

- The Department acquires a VDOT Easement large enough to accommodate utilities with and without prior rights.
- The inplan utilities (water and sewer) that must be relocated "inkind" due to roadway impacts is covered by the Department.
- The Department allows the utility to administer betterment through the Department's roadway contract. These costs are absorbed by the utility company.



SC 602 (Platt Springs Road) Widening Project – Sidewalks

From the beginning of the project, sidewalks were planned for both sides of the roadway along the entire length of the widening. The local bike and pedestrian plan at the time identified this project as incorporating bicycle and pedestrian facilities. SCDOT has a policy to accommodate bicycle and pedestrians where feasible. Once these were shown to the public and no opposition to them was received, they became part of the project and the environmental document that was approved by FHWA (Federal Highway Administration). Below is a chronology.

Bicycle and Pedestrian Accommodations

- 7-24-03- Public Information Meeting held
 - One comment received requesting sidewalks to connect from the project to Saxe Gotha Elementary School
- 1-6-04- Environmental Assessment (EA) signed by FHWA
 - Sidewalks and bicycle accommodations were explained in the document as being a part of the project in coordination with COATS guidance
- 2-12-04- Public Hearing held
 - No comments received concerning sidewalks
 - All comments received were responded to in writing and made a part of the FONSI request to FHWA
- 8-16-04- "Finding of No Significant Impact" (FONSI) issued by FHWA
- March 2006- Central Midlands Council of Government (CMCOG) approved their "Regional Bicycle and Pedestrian Plan"
 - The Bicycle and Pedestrian Pathways Plan examines bicycle and pedestrian related concerns and identifies what actions can be taken to develop best practices, policies, strategies, and tangible bicycle and pedestrian projects, in order to encourage and advance bicycling and walking as viable modal choices in the Columbia Area Transportation Study (COATS) region.
 - The SC 602 Project was identified in the plan as an "existing facility" that would demonstrate the progress being made and encourage other areas of the COATS region to implement new bicycle and pedestrian projects.
- 12-21-09- Revaluation of EA document signed by FHWA
 - No issues of bicycle and pedestrian accommodation needed to be re-addressed