

**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	CTC
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
<b>TOTAL</b>	<b>2,817,107,557</b>	<b>1,448,221,247</b>	<b>753,378,156</b>	<b>615,508,154</b>	<b>1,381</b>	<b>134</b>	<b>587</b>	<b>12</b>	<b>245</b>	<b>2</b>	<b>70</b>	<b>144</b>	<b>101</b>	<b>37</b>	<b>33</b>	<b>16</b>

**NOTES**

\*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.

**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
<b>FINAL TOTALS</b>	<b>50,251.157</b>	<b>15,981.237</b>	<b>66,232.394</b>

Co No	County No	County* Total	Interstate System				State Primary System			State Secondary System				
			Complete	Under Construction		Other Author.	Author. Total	Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
				Open	Not-Open									
01	Abbeville	655.770					68.300	115.120	183.420	6.300	451.810	14.240	472.350	
02	Aiken	1,509.515	45.160			45.160	165.870	140.780	306.650	13.990	1,122.035	21.680	1,157.705	
03	Allendale	483.850					49.870	57.400	107.270	0.880	362.930	12.770	376.580	
04	Anderson	1,261.540	36.570			36.570	175.220	175.400	350.620	36.420	833.100	4.830	874.350	
05	Bamberg	551.670					60.570	75.550	136.120	2.610	388.590	24.350	415.550	
06	Barnwell	593.470					13.730	132.980	146.710	0.760	436.380	9.620	446.760	
07	Beaufort	532.130					107.600	29.880	137.480	10.570	382.690	1.390	394.650	
08	Berkeley	1,007.820	22.990			22.990	66.490	171.300	237.790	41.010	690.600	15.430	747.040	
09	Calhoun	528.060	17.440			17.440	32.220	92.850	125.070	3.370	380.980	1.200	385.550	
10	Charleston	1,150.470	31.920			31.920	175.440	71.760	247.200	69.960	795.270	6.120	871.350	
11	Cherokee	741.230	22.800			22.800	96.760	57.340	154.100	10.940	553.230	0.160	564.330	
12	Chester	810.660	18.820			18.820	94.970	102.090	197.060	10.820	583.960		594.780	
13	Chesterfield	1,034.850					109.400	119.990	229.390	10.630	783.730	11.100	805.460	
14	Clarendon	775.170	34.220			34.220	42.880	86.130	129.010	4.780	604.580	2.580	611.940	
15	Colleton	1,045.440	28.300			28.300	105.040	145.400	250.440	4.030	740.520	22.150	766.700	
16	Darlington	1,011.170	14.580			14.580	85.630	68.610	154.240	7.650	831.760	2.940	842.350	
17	Dillon	670.690	23.770			23.770	69.140	52.870	122.010	3.220	513.110	8.580	524.910	
18	Dorchester	681.630	32.610			32.610	82.580	66.920	149.500	18.030	442.280	39.210	499.520	
19	Edgefield	604.260					59.720	76.390	136.110	1.100	445.790	21.260	468.150	
20	Fairfield	710.340	21.460			21.460	43.620	124.490	168.110	18.670	497.170	4.930	520.770	
21	Florence	1,360.220	29.010			29.010	114.350	127.580	241.930	48.690	1,034.930	5.660	1,089.280	
22	Georgetown	655.210					92.570	62.550	155.120	14.820	485.270		500.090	
23	Greenville	1,465.440	51.230			51.230	268.510	80.510	349.020	168.140	890.650	6.400	1,065.190	
24	Greenwood	737.480					127.770	78.140	205.910	31.930	492.090	7.550	531.570	
25	Hampton	581.470	6.610			6.610	64.680	66.560	131.240	0.970	426.160	16.490	443.620	
26	Horry	1,341.220					257.720	127.120	384.840	33.500	922.880		956.380	
27	Jasper	520.030	33.900			33.900	74.390	102.140	176.530	3.540	286.640	19.420	309.600	
28	Kershaw	1,026.240	21.260			21.260	78.190	95.300	173.490	6.100	821.400	3.990	831.490	
29	Lancaster	897.190					88.010	99.300	187.310	8.450	686.720	14.710	709.880	
30	Laurens	1,052.330	38.200			38.200	129.610	126.130	255.740	11.470	745.660	1.260	758.390	
31	Lee	606.180	20.330			20.330	31.250	87.200	118.450	6.290	458.730	2.380	467.400	
32	Lexington	1,510.520	51.940			51.940	173.780	66.570	240.350	38.980	1,157.990	21.260	1,218.230	
33	Mccormick	450.700					36.890	64.390	101.280	1.730	307.210	40.480	349.420	
34	Marion	573.870					83.410	59.430	142.840	5.960	424.960	0.110	431.030	
35	Marlboro	718.120					85.660	76.390	162.050	5.440	550.630		556.070	
36	Newberry	853.360	27.760			27.760	88.600	89.790	178.390	13.260	631.800	2.150	647.210	
37	Oconee	826.430	4.030			4.030	122.800	97.310	220.110	20.280	564.030	17.980	602.290	
38	Orangeburg	1,592.710	43.120			43.120	175.930	252.340	428.270	16.440	1,082.160	22.720	1,121.320	
39	Pickens	709.200					100.780	126.960	227.740	12.440	469.020		481.460	
40	Richland	1,613.550	62.830			62.830	200.780	83.090	283.870	73.700	1,192.070	1.080	1,266.850	
41	Saluda	644.120					55.730	104.720	160.450	2.030	436.410	45.230	483.670	
42	Spartanburg	1,368.800	75.530			75.530	243.990	142.350	386.340	82.660	819.630	4.640	906.930	
43	Sumter	1,043.870	12.860			12.860	155.250	73.070	228.320	43.490	753.930	5.270	802.690	
44	Union	616.020					84.460	64.920	149.380	5.220	461.040	0.380	466.640	
45	Williamsburg	977.660					46.480	161.020	207.500	2.540	766.380	1.240	770.160	
46	York	1,312.310	21.340			21.340	193.910	112.530	306.440	48.780	935.250	0.500	984.530	
<b>Total</b>		<b>41,413.985</b>	<b>850.590</b>			<b>850.590</b>	<b>4,880.550</b>	<b>4,590.660</b>	<b>9,471.210</b>	<b>982.590</b>	<b>29,644.155</b>	<b>465.440</b>	<b>31,092.185</b>	

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

### Non-Federal Aid Eligible Routes (NFA only)

	State Secondary System						Non-State			
	Earth Roads		Paved Roads 0-0.25		Paved Roads 0.25-0.55		Other Earth		Other Paved	
County	# of Routes	# Miles	# of Routes	# Lane Miles	# of Routes	# Lane Miles	# of Routes	# Miles	# of Routes	# Lane Miles
Abbeville	9	14.24	141	41.24	81	58.48	341	257.63	145	58.36
Aiken	17	21.68	775	230.42	384	281.18	886	735.76	442	190.68
Allendale	7	12.77	163	46.88	68	50.98	163	145.60	37	9.78
Anderson	5	1.89	250	72.56	220	164.44	18	6.30	5,951	3,631.15
Bamberg	20	24.20	197	49.42	82	60.76	252	212.29	24	6.20
Barnwell	9	9.62	299	76.02	112	77.46	274	218.78	64	17.46
Beaufort	8	1.39	250	69.40	130	93.66	510	190.14	179	125.72
Berkeley	15	15.43	473	120.72	212	151.04	547	511.78	256	117.38
Calhoun	2	1.20	78	21.20	60	48.22	154	107.30	45	17.76
Charleston	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	69.54	419	276.67	312	144.90
Chester			321	89.76	145	106.14	312	179.86	49	19.22
Chesterfield	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	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	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	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	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
<b>TOTAL</b>	<b>442</b>	<b>453.26</b>	<b>14,539</b>	<b>4,057.20</b>	<b>7,331</b>	<b>5,324.42</b>	<b>21,483</b>	<b>14,135.00</b>	<b>26,312</b>	<b>16,341.14</b>

Source: RIMS as of December 31, 2013

**Federal Aid Eligible Routes (FA only)**

	State Secondary System						Non-State			
	Earth Roads		Paved Roads 0-0.25		Paved Roads 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								
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			1	0.26
Chesterfield	1	3.91	10	3.54	2	2.36	1	1.80	1	23.62
Clarendon			1	0.02					2	8.22
Colleton			10	3.32	3	2.80			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			2	0.82	1	0.56				
Horry			16	5.22	15	13.22	2	1.42	51	93.82
Jasper							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					2	0.90
Lexington			35	13.79	9	7.68	4	4.41	10	7.94
McCormick	1	1.06	3	1.04						
Marion			8	2.58	9	6.46			5	0.84
Marlboro			1	0.40						
Newberry			10	3.09	8	6.02			3	3.20
Oconee	1	1.72	11	4.06	4	4.42	3	6.52	5	16.92
Orangeburg	1	1.37	13	5.00	11	8.06	1	0.45	1	0.90
Pickens			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
<b>TOTAL</b>	<b>7</b>	<b>12.18</b>	<b>553</b>	<b>192.89</b>	<b>355</b>	<b>316.26</b>	<b>34</b>	<b>32.55</b>	<b>623</b>	<b>848.29</b>

Source: RIMS as of December 31, 2013

### All Functional Road Classifications (FA & NFA)

	State Secondary System						Non-State			
	Earth Roads		Paved Roads 0-0.25		Paved Roads 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	9	14.24	146	42.30	82	59.08	341	257.63	148	59.20
Aiken	17	21.68	801	238.50	402	296.40	888	736.99	454	210.38
Allendale	7	12.77	163	46.88	68	50.98	163	145.60	37	9.78
Anderson	6	4.83	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	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	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	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	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
Union	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
York	1	0.50	589	167.58	310	229.96	771	388.86	408	207.86
<b>TOTAL</b>	<b>449</b>	<b>465.44</b>	<b>15,092</b>	<b>4,250.09</b>	<b>7,686</b>	<b>5,640.68</b>	<b>21,517</b>	<b>14,167.55</b>	<b>26,935</b>	<b>17,189.43</b>

Source: RIMS as of December 31, 2013

FEDERAL AID ELIGIBILITY  
AS OF DECEMBER 31, 2013

Interstate	Primary	Secondary		Total SCDOT System	Other than SCDOT	Percent State Maintained	Total State Public Road Miles
		Eligible for Fed-Aid	Not Eligible for Fed-Aid				
0.000	183.420	139.460	332.890	472.350	655.770	345.620	1,001.390
45.160	306.650	393.940	763.765	1,157.705	1,509.515	851.700	2,361.215
0.000	107.270	88.470	288.110	376.580	483.850	151.280	635.130
36.570	350.620	409.130	465.220	874.350	1,261.540	1,894.859	3,156.399
0.000	136.120	118.250	297.300	415.550	551.670	217.400	769.070
0.000	146.710	150.250	296.510	446.760	593.470	229.650	823.120
0.000	137.480	132.270	262.380	394.650	532.130	358.500	890.630
22.990	237.790	200.110	546.930	747.040	1,007.820	861.060	1,868.880
17.440	125.070	81.910	303.640	385.550	528.060	116.180	644.240
31.920	247.200	241.850	629.500	871.350	1,150.470	1,002.060	2,152.530
22.800	154.100	139.980	424.350	564.330	741.230	356.640	1,097.870
18.820	197.060	105.460	489.320	594.780	810.660	218.230	1,028.890
0.000	229.390	254.480	550.980	805.460	1,034.850	785.930	1,820.780
34.220	129.010	223.790	388.150	611.940	775.170	350.260	1,125.430
28.300	250.440	188.560	578.140	766.700	1,045.440	301.990	1,347.430
14.580	154.240	287.100	555.250	842.350	1,011.170	255.120	1,266.290
23.770	122.010	115.100	409.810	524.910	670.690	239.240	909.930
32.610	149.500	141.220	358.300	499.520	681.630	423.600	1,105.230
0.000	136.110	174.070	294.080	468.150	604.260	338.020	942.280
21.460	168.110	184.200	336.570	520.770	710.340	227.690	938.030
29.010	241.930	409.048	680.232	1,089.280	1,360.220	503.581	1,863.801
0.000	155.120	159.640	340.450	500.090	655.210	273.480	928.690
51.230	349.020	575.600	489.590	1,065.190	1,465.440	1,749.000	3,214.440
0.000	205.910	199.300	332.270	531.570	737.480	387.380	1,124.860
6.610	131.240	117.360	326.260	443.620	581.470	254.650	836.120
0.000	384.840	394.100	562.280	956.380	1,341.220	1,137.580	2,478.800
33.900	176.530	73.150	236.450	309.600	520.030	121.940	641.970
21.260	173.490	244.840	586.650	831.490	1,026.240	446.120	1,472.360
0.000	187.310	311.790	398.090	709.880	897.190	349.390	1,246.580
38.200	255.740	249.170	509.220	758.390	1,052.330	440.530	1,492.860
20.330	118.450	194.430	272.970	467.400	606.180	137.667	743.847
51.940	240.350	445.060	773.170	1,218.230	1,510.520	1,059.300	2,569.820
0.000	101.280	74.910	274.510	349.420	450.700	334.790	785.490

**FEDERAL AID ELIGIBILITY**  
AS OF DECEMBER 31, 2013

	Interstate	Primary	Secondary			Total SCDOT System	Other than SCDOT	Percent State Maintained	Total State Public Road Miles
			Eligible for Fed-Aid	Not Eligible for Fed-Aid	Total Secondary				
MARION	0.000	142.840	154.760	276.270	431.030	573.870	401.020	59%	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
UNION	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
<b>Grand Totals</b>	<b>850.590</b>	<b>9,471.210</b>	<b>10,270.598</b>	<b>20,821.587</b>	<b>31,092.185</b>	<b>41,413.985</b>	<b>24,818.409</b>	<b>63%</b>	<b>66,232.394</b>

## **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 [Manual on Uniform Traffic Control Devices \(MUTCD\)](#). 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.

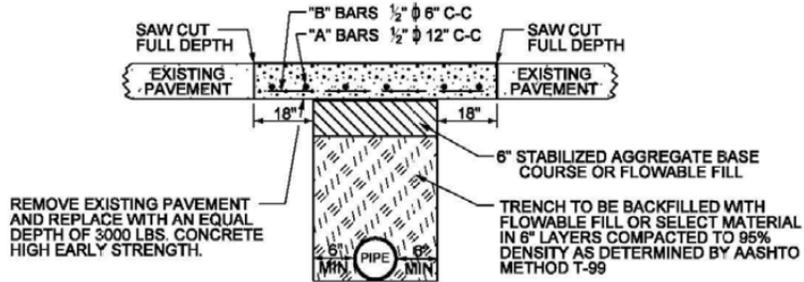
## **13.5.**

### **Controls**

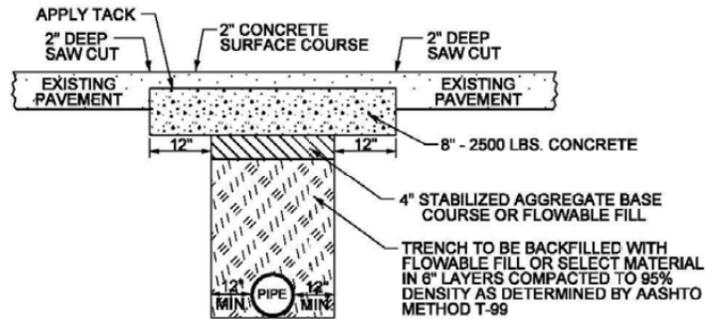
**13.5.1.** Un-trenched construction shall be required as described in the section on Encasement and Allied protection.

**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.

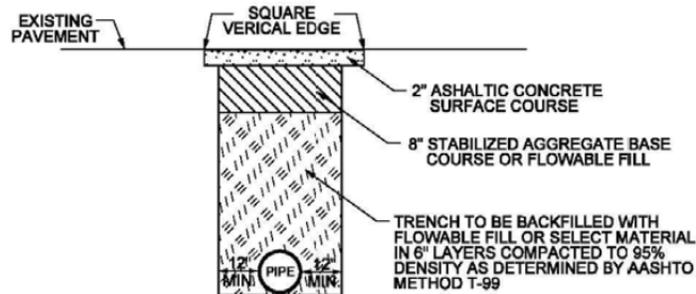
**OPEN CUT REPAIR FOR CONCRETE PAVEMENT**



**OPEN CUT REPAIR FOR HIGH VOLUME ASHALT PAVEMENT**



**OPEN CUT REPAIR FOR LOW VOLUME ASHALT PAVEMENT**



**FIGURE 4  
PAVEMENT REPAIRS**

## 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