

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 |
| 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 |

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 |
| FINAL TOTALS | 50,251.157 | 15,981.237 | 66,232.394 |

| 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 | |
| Total | | 41,413.985 | 850.590 | | | 850.590 | 4,880.550 | 4,590.660 | 9,471.210 | 982.590 | 29,644.155 | 465.440 | 31,092.185 | |

*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 |
| TOTAL | 442 | 453.26 | 14,539 | 4,057.20 | 7,331 | 5,324.42 | 21,483 | 14,135.00 | 26,312 | 16,341.14 |

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 |
| TOTAL | 7 | 12.18 | 553 | 192.89 | 355 | 316.26 | 34 | 32.55 | 623 | 848.29 |

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 |
| TOTAL | 449 | 465.44 | 15,092 | 4,250.09 | 7,686 | 5,640.68 | 21,517 | 14,167.55 | 26,935 | 17,189.43 |

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 | | | | |
| ABBEVILLE | 183.420 | 139.460 | 332.890 | 472.350 | 655.770 | 345.620 | 1,001.390 |
| AIKEN | 306.650 | 393.940 | 763.765 | 1,157.705 | 1,509.515 | 851.700 | 2,361.215 |
| ALLENDALE | 107.270 | 88.470 | 288.110 | 376.580 | 483.850 | 151.280 | 635.130 |
| ANDERSON | 350.620 | 409.130 | 465.220 | 874.350 | 1,261.540 | 1,894.859 | 3,156.399 |
| BAMBERG | 136.120 | 118.250 | 297.300 | 415.550 | 551.670 | 217.400 | 769.070 |
| BARNWELL | 146.710 | 150.250 | 296.510 | 446.760 | 593.470 | 229.650 | 823.120 |
| BEAUFORT | 137.480 | 132.270 | 262.380 | 394.650 | 532.130 | 358.500 | 890.630 |
| BERKELEY | 237.790 | 200.110 | 546.930 | 747.040 | 1,007.820 | 861.060 | 1,868.880 |
| CALHOUN | 125.070 | 81.910 | 303.640 | 385.550 | 528.060 | 116.180 | 644.240 |
| CHARLESTON | 247.200 | 241.850 | 629.500 | 871.350 | 1,150.470 | 1,002.060 | 2,152.530 |
| CHEROKEE | 154.100 | 139.980 | 424.350 | 564.330 | 741.230 | 356.640 | 1,097.870 |
| CHESTER | 197.060 | 105.460 | 489.320 | 594.780 | 810.660 | 218.230 | 1,028.890 |
| CHESTERFIELD | 229.390 | 254.480 | 550.980 | 805.460 | 1,034.850 | 785.930 | 1,820.780 |
| CLARENDON | 129.010 | 223.790 | 388.150 | 611.940 | 775.170 | 350.260 | 1,125.430 |
| COLLETON | 250.440 | 188.560 | 578.140 | 766.700 | 1,045.440 | 301.990 | 1,347.430 |
| DARLINGTON | 154.240 | 287.100 | 555.250 | 842.350 | 1,011.170 | 255.120 | 1,266.290 |
| DILLON | 122.010 | 115.100 | 409.810 | 524.910 | 670.690 | 239.240 | 909.930 |
| DORCHESTER | 149.500 | 141.220 | 358.300 | 499.520 | 681.630 | 423.600 | 1,105.230 |
| EDGEFIELD | 136.110 | 174.070 | 294.080 | 468.150 | 604.260 | 338.020 | 942.280 |
| FAIRFIELD | 168.110 | 184.200 | 336.570 | 520.770 | 710.340 | 227.690 | 938.030 |
| FLORENCE | 241.930 | 409.048 | 680.232 | 1,089.280 | 1,360.220 | 503.581 | 1,863.801 |
| GEORGETOWN | 155.120 | 159.640 | 340.450 | 500.090 | 655.210 | 273.480 | 928.690 |
| GREENVILLE | 349.020 | 575.600 | 489.590 | 1,065.190 | 1,465.440 | 1,749.000 | 3,214.440 |
| GREENWOOD | 205.910 | 199.300 | 332.270 | 531.570 | 737.480 | 387.380 | 1,124.860 |
| HAMPTON | 131.240 | 117.360 | 326.260 | 443.620 | 581.470 | 254.650 | 836.120 |
| HORRY | 384.840 | 394.100 | 562.280 | 956.380 | 1,341.220 | 1,137.580 | 2,478.800 |
| JASPER | 176.530 | 73.150 | 236.450 | 309.600 | 520.030 | 121.940 | 641.970 |
| KERSHAW | 173.490 | 244.840 | 586.650 | 831.490 | 1,026.240 | 446.120 | 1,472.360 |
| LANCASTER | 187.310 | 311.790 | 398.090 | 709.880 | 897.190 | 349.390 | 1,246.580 |
| LAURENS | 255.740 | 249.170 | 509.220 | 758.390 | 1,052.330 | 440.530 | 1,492.860 |
| LEE | 118.450 | 194.430 | 272.970 | 467.400 | 606.180 | 137.667 | 743.847 |
| LEXINGTON | 240.350 | 445.060 | 773.170 | 1,218.230 | 1,510.520 | 1,059.300 | 2,569.820 |
| MCCORMICK | 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 |
| 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 |

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.

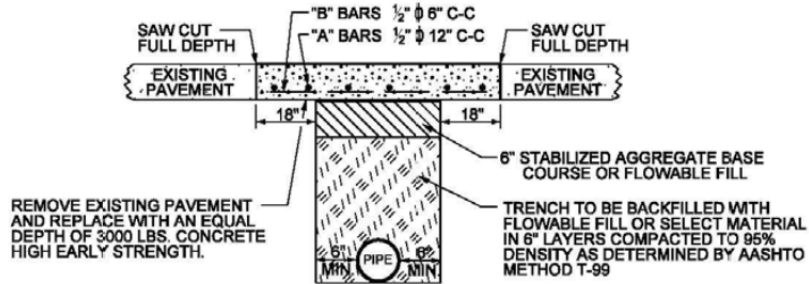
13.5.

Controls

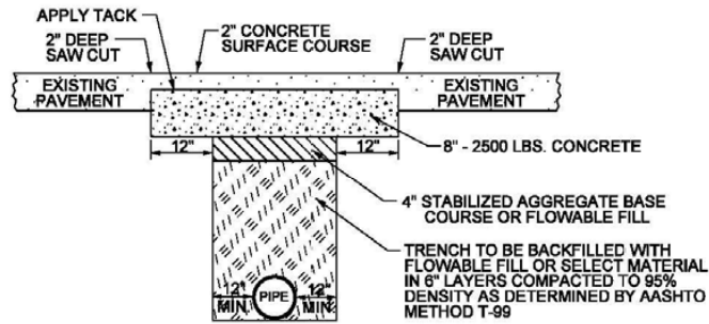
13.5.1. Un-trenched construction shall be required as described in the section on Encasement and Allied protection.

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.

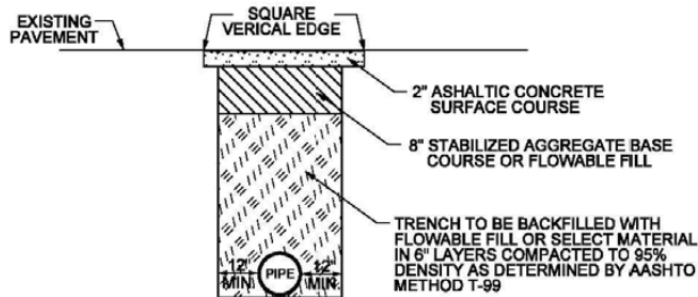
OPEN CUT REPAIR FOR CONCRETE PAVEMENT



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