



COMMISSION WORKSHOP

October 18th, 2007

OVERVIEW OF ENGINEERING WORKSHOP PRESENTATION

PURPOSE

Present to the Commission additional programs and criteria for your approval, review and/or ratification.

These include:

- Ratification that MPO/COG programs ranking criteria is in compliance with Act 114.
- Requesting Commission approval of the interstate widening and interstate interchange criteria.
- Presenting, for your review, the top 10 interstate widening needs, and the top 12 interstate interchange needs in the state based on the recommended criteria.
- Requesting Commission approval of off system bridge list.
- Requesting Commission approval of the secondary federal aid resurfacing program.
- Providing the draft criteria for ranking new location projects.

As in last month, the significance of the requested approvals is to allow the 2008 programs and projects to move forward for design and construction.

MPO/COG Priority Ranking

GPATS

Project ID	Staff Recommendation to Policy Committee	County	Project Name	Route Number(s)	Termini	Length (Miles)	Score
162	TIP	Greenville	N. Buncombe St./SC 101	SC 101/290	Wade Hampton (US 29) to Locust Hill (SC 290)	0.51	55
164	TIP	Greenville	Roper Mountain Road	S-548	Garlington Road to Feaster Road	0.60	54
163	L RTP	Greenville	SC 14	SC 14	Bethel Road to Five Forks Rd (SC 296)	0.19	53
165	L RTP	Pickens	US 123	US 123	SC 93 to SC 8	1.96	53
166	L RTP	Greenville	Woodruff Road	SC 146	Scuffletown Road to Bennetts Bridge (SC 296)	0.58	46
169	L RTP	Greenville	Roper Mountain Road Ext	S-547	Pelham Rd to Roper Mountain Rd	0.95	46
167	L RTP	Greenville	Roper Mountain Road	S-548	Roper Mtn Ext to Garlington Road	1.79	45
171	L RTP	Greenville	Butler Road	S-107	Bridges Rd to Main Street (US 276)	1.60	45
174	TIP	Greenville	Salters Rd	City	Sulfur Springs Rd to Verdae Blvd.	0.42	45
173	TIP	Greenville	Butler Road	S-107	Mauldin HS to Bridges Rd	0.31	44
175	L RTP	Greenville	Batesville Road	S-164	The Parkway to Pelham Rd	1.90	44
176	L RTP	Greenville	Salters Rd	City	Millennium Pkwy. to Sulfur Springs Rd	0.30	44
168	L RTP	Greenville	Miller Road	S-564	Woodruff Rd to Old Mill Rd	2.55	43
178	L RTP	Pickens	US 123	US 123	SC 93 to SC 153	2.13	43
170	L RTP	Greenville	Hudson Road	S-347	Pelham Rd to Devenger Rd	1.19	42
177	L RTP	Pickens	Powdersville Road	S-28	SC 153 to US 123	3.26	42
172	L RTP	Greenville	Batesville Road	S-164	SC 14 to Anderson Ridge	1.25	41
179	L RTP	Pickens	Saluda Dam/Olive	S-21/221/36	SC 8 to Prince Perry	3.91	38
180	TIP	Pickens	US 178	US 178	Edgemont Ave to Carolina Drive	0.24	37
181	L RTP	Greenville	Forrester Drive	S-326	Bi-Lo Drive to Millenium Parkway	1.32	34
182	L RTP	Greenville	Garlington Road	S-564	Woodruff Rd to Roper Mountain Rd	1.30	33
186	L RTP	Greenville	Pelham St Ext	new	SC 14 to I-385 Frontage Road	0.80	33
	L RTP	Greenville	East Washington St Ext	new	US 276 to Lowndes Hill Rd	1.04	33
183	L RTP	Anderson, Greenville	SC 153	SC 153	I-85 to I-185	1.13	32
185	TIP ACOG	Pickens	Farrs Bridge Road	SC 183	Hamburg Road to SC 135	4.11	29
184	TIP EM	Greenville	West Georgia Road	S-541	Neely Ferry Rd. to E. Standing Springs Rd.	0.98	25
	L RTP	Pickens	SC 153 Ext	new	Prince Perry to Saluda Dam	1.33	23
	L RTP	Greenville	Valley View Drive	new	SC 14 to I-385 Frontage	0.86	23
187	TIP ACOG	Pickens	Farrs Bridge Road	SC 183	Groce Road to Hamburg Road	3.46	22
	TIP	Pickens	SC 153 Ext	new	US 123 to Prince Perry	1.48	18
188	TIP EM	Greenville	Fairforest Way	S-434/Local	US 276 to Mauldin Road	2.10	17
	L RTP	Pickens	LEC Road Ext.	new	McDaniel Ave to Secona Rd	0.31	17
189	TIP EM	Greenville	West Georgia Road	S-541	E. Standing Springs to Rocky Creek Rd.	1.34	10
190	TIP EM	Greenville	West Georgia Road	S-541	Rivereen Way to Fork Shoals Road	1.03	10

Route	Route Name	Length	County	Project Limits	Overall Score	Overall Statewide Rank	MPO/COG Rank
S-107	Butler Road	1.81	Greenville	Mauldin HS to Bridges Rd	3.777	3	GPATS-01
S-347	Hudson Road	1.26	Greenville	Pelham Rd to Devenger Rd	3.696	6	GPATS-02
S-107	Butler Road	1.70	Greenville	Bridges Rd to Main Street (US 276)	3.598	9	GPATS-03
SC 14	SC 14	0.19	Greenville	Bethel Road to Five Forks Rd (SC 296)	3.589	10	GPATS-04
US 123	US 123	2.15	Pickens	SC 93 to SC 153	3.399	21	GPATS-05
S-164	Batesville Road	1.25	Greenville	The Parkway to Pelham Rd	3.337	27	GPATS-06
US 123	US 123	2.15	Pickens	SC 93 to SC 8	3.299	31	GPATS-07
S-547	Roper Mountain Road Ext	0.95	Greenville	Pelham Rd to Roper Mountain Rd	3.26	35	GPATS-08
S-28	Powdersville Road	3.30	Pickens	SC 153 to US 123	3.204	37	GPATS-09
SC 183	Farrs Bridge Road	3.19	Pickens	Groce Road to Hamburg Road	3.204	37	GPATS-09
SC 146	Woodruff Road	0.11	Greenville	Scuffletown Road to Bennetts Bridge (SC 296)	3.202	39	GPATS-11
S-548	Roper Mountain Road	2.34	Greenville	Roper Mtn Ext to Garlington Road	3.157	40	GPATS-12
S-548	Roper Mountain Road	0.60	Greenville	Garlington Road to Feaster Road	3.107	44	GPATS-13
US 178	US 178	0.28	Pickens	Edgemont Ave to Carolina Drive	2.948	49	GPATS-14
SC 101/290	N. Buncombe St./SC 101	0.60	Greenville	Wade Hampton (US 29) to Locust Hill (SC 290)	2.734	59	GPATS-15
S-564	Garlington Road	1.24	Greenville	Woodruff Rd to Roper Mountain Rd	2.733	60	GPATS-16
S-564	Miller Road	2.19	Greenville	Woodruff Rd to Old Mill Rd	2.688	64	GPATS-17
S-541	West Georgia Road	1.17	Greenville	Rivereen Way to Fork Shoals Road	2.676	65	GPATS-18
S-541	West Georgia Road	0.98	Greenville	Neely Ferry Rd. to E. Standing Springs Rd.	2.673	66	GPATS-19
S-541	West Georgia Road	1.34	Greenville	E. Standing Springs to Rocky Creek Rd.	2.673	66	GPATS-19
S-164	Batesville Road	1.44	Greenville	SC 14 to Anderson Ridge	2.585	73	GPATS-21
SC 183	Farrs Bridge Road	4.11	Pickens	Hamburg Road to SC 135	2.504	79	GPATS-22
SC 153	SC 153	0.90	And./G'ville	I-85 to I-185	2.44	84	GPATS-23
S-21/221/36	Saluda Dam/Olive	0.70	Pickens	SC 8 to Prince Perry	1.828	118	GPATS-24
S- (City road)	Salters Rd	0.42	Greenville	Sulfur Springs Rd to Verdae Blvd.	N/A	N/A	GPATS-N/A
S- (City road)	Salters Rd	0.30	Greenville	Millennium Pkwy. to Sulfur Springs Rd	N/A	N/A	GPATS-N/A
S-326	Forrester Drive	1.32	Greenville	Bi-Lo Drive to Millenium Parkway	N/A	N/A	GPATS-N/A
S- (County Road)	Valley View Drive	0.86	Greenville	SC 14 to I-385 Frontage	N/A	N/A	GPATS-N/A
S-434/Local	Fairforest Way	1.65	Greenville	US 276 to Mauldin Road	N/A	N/A	GPATS-N/A

(COST IN THOUSANDS)

Policy Committee Approved - June 2, 2006

PIN #	PRIORITY	GUIDESHARE PROJECTS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	TIP COST (2007-2012)	REMAINING COST (2013+)	FUNDING
22298	4	WOODRUFF ROAD (SEGMENT 1) (LAURENS RD TO VERDAE BLVD)	2,544 R 5,500 C	2,955 C						\$2,955		STP
22306	6	VERDIN ROAD (E. BUTLER RD) SEGMENT 2	UW									STP
110012	8	INTERSECTION IMPROVEMENTS DEVENGER / BOILING SPRINGS WEST GEORGIA / FORK SHOALS ST. MARKS / SC 290	UW UW UW	1,200 C *						\$1,200		NHS
		DEBT SERVICE	3,956	3,984	4,059	4,045	3,944	3,915	3,889	\$23,836	34,295	STP
		PROJECTS TO BE DETERMINED UPON COMPLETION OF LONG RANGE TRANSPORTATION PLAN FY 2006		1,445	8,248	8,262	8,363	8,392	8,418	\$43,128		STP
8665	1	WESTERN CORRIDOR IMPROVEMENTS (ALL 3 SEGMENTS - NEAR SC 253 TO NEAR SC 123)										STP
22302	5	BATESVILLE ROAD (OLD SPARTANBURG RD TO COLEMAN)										STP
110011	7	TRAFFIC SIGNAL / CONGESTION MANAGEMENT										NHS & C-FUNDS
8671	2	STONE AVENUE EXTENSION										STP
22256	3	FAIRVIEW ROAD (S-55)										STP
		OPERATIONAL IMPROVEMENTS										STP
GUIDESHARE SUBTOTALS			\$12,000	\$9,584	\$12,307	\$12,307	\$12,307	\$12,307	\$12,307	\$71,119	\$34,295	

GSATS

Route	Route Name	Length	County	Project Limits	Overall Score	Overall Statewide Rank	MPO/COG Rank
S-1240	Glenns Bay Rd	0.71	Horry	US17 to US 17 Bus.	3.83	1	GSATS-01
US17	US17	2.80	Horry	8th Ave N. to Sea Mtn Hwy. (SC 9) in NMB	3.491	17	GSATS-02
US17 BP	US17 BP	5.82	Horry	29th Ave. N Northwards to US17 Bus.	3.469	19	GSATS-03
US17	US17	9.28	Georgetown	Murrells Inlet to S. Causeway Rd.	3.344	26	GSATS-04
US17 Bus	US17 Bus	2.35	Horry	Harrelson Blvd. to 3rd Ave. S.	3.31	29	GSATS-05
US501	US 501	29.50	Horry	Forest Brook Rd. and Conway	3.3	30	GSATS-06
SC 707	State Hwy 707	8.34	Horry	Murrell's Inlet to Enterprise Rd.	3.233	36	GSATS-07
US17BP	US17 BP	25.84	Horry	Airport to Murrell's Inlet	3.134	41	GSATS-08
US701		12.39	Horry	US378 TO US17 (Conway to Georgetown)(Horry Co. mileposts)	3.035	46	GSATS-09
S-1121	SINGLETON RIDGE RD	1.72	Horry	Between US501 and SC 544	2.965	48	GSATS-10
SC 65	S. Ocean Blvd	0.75	Horry	THROUGH CRESENT BEACH FROM 17TH TO 28th AVE. S.	2.718	61	GSATS-11
SC 905	SC 905	13.09	Horry	CONWAY TO SC22 (CONWAY BP)	2.516	76	GSATS-12
S-84	3rd Avenue	1.09	Horry	US 501 to US 17 Bus	2.462	81	GSATS-13
SC 90	SC 90	12.86	Horry	US 501 TO SC 22	2.098	100	GSATS-14
SC 90	SC 90	9.16	Horry	SC 9 TO SC 22	1.998	110	GSATS-15
S-171	2nd Ave.	0.90	Horry	US 17 to SC 65 in NMB	1.981	112	GSATS-16
S-26-236	LITTLE RIVER NECK RD	0.21	Horry	NMB	1.483	134	GSATS-17
SC-94	SC 94	1.23	Horry	(11th Ave. N.)	1.477	135	GSATS-18
S-	Seaboard Street (City or Co. st.	0.70	Horry	US 501 to 10th Ave. North	N/A	N/A	GSATS-N/A
S-208	5th Ave. South	1.00	Horry	SC 73 to S-325	N/A	N/A	GSATS-N/A
S-	River Oaks Drive	4.10	Horry	US 501 easterly to SC 31	N/A	N/A	GSATS-N/A

GSATS FY 2006-2008 TIP

PRIORITY	PIN #	PROJECT DESCRIPTION	2007	2008	2009	2010	TO DATE	TOTAL 07 - 10
1		CAROLINA BAYS PKWY / MAIN ST CONNECTOR - NMB						45,000
2		CAROLINA BAYS PKWY - SC 9 to S-57						8,000
3		FANTASY HARBOUR BRIDGE - HORRY COUNTY						30,000
4		3RD AVE SOUTH - MYRTLE BEACH		750	1700	1800	500	4,250
5		BACKGATE INTERCHANGE*					1,000	0
6		INTERSECTION IMPROVEMENTS	35	3,665	2,855	161	500	6,716
6A		SEABOARD & OAKFOREST - MYRTLE BEACH		500				500
6B		US 501 & CAROLINA FOREST - HORRY COUNTY		350				350
6C		US 17 & INLET SQUARE DRIVE - HORRY COUNTY		445				445
6D		US 17 BYPASS & GLENNS BAY ROAD - HORRY COUNTY		650				650
6E		US 17 & MINEOLA AVENUE - HORRY COUNTY		175	425			600
6F		US 17 & WAVERLY ROAD - GEORGETOWN COUNTY		125	250			375
6G		US 17 & FRONT STREET - GEORGETOWN		10	250			260
6H		US 17 & 6TH AVENUE SOUTH - NORTH MYRTLE BEACH		510				510
6I		US 17 & 27TH AVENUE SOUTH - NORTH MYRTLE BEACH		250	250			500
6J		US 701 & SC 261 - GEORGETOWN COUNTY		50	550			600
6K		US 17 & SANDY ISLAND ROAD - GEORGETOWN COUNTY		50	580			630
6L		CATES BAY ROAD & JANETTE & PAUL STS - CONWAY		50	550			600
6M		OLEANDER & 38TH AVENUE NORTH - MYRTLE BEACH		500				500
6N		KINGS RIVER RD. & HAGLEY/TYSON - GEORGETOWN CO				161		161
7		US17 & US701 INTERSECTN WHITE TOPPING* (AD CON)	=====	=====	465			465
8		GEORGETOWN SIGNAL COORDINATION* (ADVAN CON)	175					175
9		US 17 BUS : CORRIDOR STUDY AIRBASE TO BAREFOOT*	150					150
10		US 17: 8TH AVE NORTH TO SEA MOUNTAIN HWY	0	1,000	1,600	1,700	500	4,300
11		LYMO SIGNAGE*		300			700	300
12		US 17 CORRIDOR STUDY: US 501 TO SC 544*					100	0
SUB TOTAL			360	5,715	6,620	3,661		23,037
INFLATION 3% / YR			0	162	375	326		863
TOTAL w/ INFLATION			360	5,877	6,995	3,987		17,219
CARRY OVER			3,495	2,092	-430	58		

* NO INFLATION ADDED
ALL FIGURES IN \$1,000

(COST IN THOUSANDS)												DRAFT
PIN #	PRIORITY	GUIDESHARE PROJECTS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	TIP COST (2007-2012)	REMAINING COST (2013+)	FUNDING
9054	2	3RD AVENUE S (S-84)	500	1,400	500					\$1,900		STP
22724	3	US 17 BYPASS (US 501 TO 29th AVENUE N)										STP
	4	KINGS & CHESTNUT INTERSECTION										STP
	5	SC 707 BLACKMOOR INTERSECTION										STP
20954	6	INTERSECTION IMPROVEMENTS * (P,R.&C)	629	2,339	3,223					\$5,562		STP
920955	7	SURFSIDE BEACH/GARDEN CITY SIGNALS										STP
22730	8	S. OCEAN BLVD * (ADVANCED CONST)	307 C									STP
	9	CITY OF GEORGETOWN * FRONTAGE ROAD (ADVANCED CONST)										STP
	10	CITY OF GEORGETOWN * US 17/ US 701 INTERSECTION WHITE TOPPING (ADVANCED CONST)	465 C									STP
	11	CITY OF GEORGETOWN * GEORGETOWN SIGNAL COORDINATION (ADVANCED CONST)	175 C									STP
	12	US 17 BUS CORRIDOR STUDY (AIRBASE TO BAREFOOT)	150 P									STP
	13	US 17 (8TH AVE NORTH TO SEA MOUNTAIN HWY)	500 P	1,800	2,200					\$4,000		STP
	14	BACKGATE INTERCHANGE	600 P	500						\$500		STP
	15	LYMO SIGNAGE	350	350	300					\$650		STP
		OPERATIONAL IMPROVEMENTS										
GUIDESHARE SUBTOTALS			\$3,676	\$6,389	\$6,223					\$12,612		
INFLATION (3%/YEAR)			29	85	47					\$133		
TOTAL W/ INFLATION			\$3,705	\$6,474	\$6,270					\$12,744		
GUIDESHARE SUBTOTALS			\$3,705	\$6,474	\$6,270					\$12,744		

Santee Lynches COG

Route	Route Name	Length	County	Project Limits	Overall Score	Overall Statewide Rank	MPO/COG Rank
US 521		7.00	Kershaw	KERSHAW CO. LINE TO I-20	1.732	123	SLCOG-01
US 521	Camden Hwy	7.05	Sumter	SUMTER TO KERSHAW CO. LINE	1.427	136	SLCOG-02

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(COST IN THOUSANDS)												
PIN #	COUNTY	GUIDESHARE PROJECTS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	STIP COST (2007-2012)	REMAINING COST (2013+)	FUNDING
7122	CLARENDON	US 521 (RESURFACE, RESTRIPE & REHABILITATE FROM SC 261 TO US 521 / US 301)										
24408	CLARENDON	US 521 (BRIDGES FROM US 301 TO NORTH OF POCOTALIGO SWAMP)										
22933	CLARENDON	US 521 (SEGMENT 1) (WIDEN TO 5 LANES FROM I-95 TO WEST OF S-401 (ALCOLU RD))										
24609	SUMTER	US 521 (SEGMENT 4) (WIDEN TO 5 LANES FROM S-919 (MULBERRY CHURCH RD) TO GUINARD PARKWAY)										
	CLARENDON	US 521 (WIDEN TO 5 LANES FROM S-93 (DEPOT ST) TO SC 261)									\$10,000	
		OPERATIONAL IMPROVEMENTS									\$6,830	
		DEBT SERVICE	785	789	792	790	702	701	701	\$4,475		
GUIDESHARE SUBTOTALS			\$785	\$789	\$792	\$790	\$702	\$701	\$701	\$4,475	\$16,830	

Upper Savannah COG

Route	Route Name	Length	County	Project Limits	Overall Score	Overall Statewide Rank	MPO/COG Rank
SC 121	Johnston Hwy.	2.00	Saluda	US 178 to Saluda Nursing Home	2.638	86	US COG-01
US25	Edgefield Rd.	7.11	Edgefield	S-429 to SC 19	2.659	74	US COG-02
US178	US HWY 178	1.47	Saluda	S. Main St. (SC 121) to State Hwy 39	2.342	86	US COG-03
SC 56	Musgrove Rd.	1.10	Laurens	I-26 to SC 72	2.297	88	US COG-04
SC 14	State Hwy 14 / Church St.	1.80	Laurens	S- 686 to 4 Lane in Laurens City Limits(S-183)	1.787	119	US COG-05
US25	United States Hwy 25	5.73	Edgefield	S-10 to SC 19	1.745	122	US COG-06
S-58	North Side Dr.	2.58	Greenwood	Dead Fall Rd. (S-97) to Montague Ave. (US25)	1.719	124	US COG-07
S-114	Stagecoach Rd.	3.05	Laurens	SC 262 to S-724	1.698	126	US COG-08
SC 252	Greenwood Ave.	2.08	Abbeville	to Erwin Mill Rd.	1.687	127	US COG-09

UPPER SAVANNAH COG FINANCIAL STATEMENT

(COST IN THOUSANDS)											COG Board Approved - April 24, 2006	
PIN #	COUNTY	GUIDESHARE PROJECTS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	STIP COST (2007-2012)	REMAINING COST (2013+)	FUNDING
12438	GREENWOOD	WESTERN BYPASS(SC 225) WIDEN TO 5 LANES FROM NORTH OF SC 10 TO W. OF US 25/178										
21686	ABBEVILLE	SC 72 (WIDEN TO 5 LANES FROM SC 28 TO SC 20)										
7154	LAURENS	SC 72 (PART 1) (WIDEN 3/4 MI. E. OF CSX RR TO S-46)										
13606	LAURENS	SC 72 (PART 3) (WIDEN N. OF US 221 TO 1/4 MI. E OF SC 39)										
	LAURENS	SC 14 (WIDEN TO 4 LANES FROM I-385 (EXIT 19) TO SC 101)		650 P	600 P	1,000 R	1,000 R	5,000 C	4,000 C	\$12,250	\$3,000	
	EDGEFIELD	US 25 (WIDEN TO 4 LANE DIVIDED HIGHWAY FROM S-429 TO SC 19)		1,000 P	1,000	500 P	500 R	500 R	500 R	\$4,000	\$31,650	
27643	LAURENS	STAGECOACH RD (S-114) (RECONSTRUCT ROADWAY)										
	GREENWOOD	EMERALD RD (S-100/236) (WIDEN TO 5 LANES FROM US 25/ 178/221 BYPASS TO RD. S-157)	2,000 C	900 C						\$900		
	LAURENS	STAGECOACH RD. (PHASE II) (RECONSTRUCT ROADWAY FROM S-274 TO US 221)	100 P	500 R	2,000 C	2,500 C	1,000 C			\$6,000		
		OPERATIONAL IMPROVEMENTS										
		DEBT SERVICE	2,265	2,280	2,310	2,302	2,151	2,141	2,131	\$13,315	19,675	
		GUIDESHARE SUBTOTALS	\$4,365	\$5,330	\$5,910	\$6,302	\$4,651	\$7,641	\$6,631	\$36,465	\$54,325	
		GUIDESHARE ALLOCATION	6,078	6,078	6,078	6,078	6,078	6,078	6,078	\$36,468		
		CARRYOVER AVAILABLE	(1,638)	75	823	991	767	2,194	631	\$75		
		BOND PROCEEDS										
		GUIDESHARE SUBTOTALS	(4,365)	(5,330)	(5,910)	(6,302)	(4,651)	(7,641)	(6,631)	(36,465)	(54,325)	
		BALANCE	75	823	991	767	2,194	631	78	\$78		

Waccamaw COG

Route	Route Name	Length	County	Project Limits	Overall Score	Overall Statewide Rank	MPO/COG Rank
SC 41	United States Hwy 41	22.85	Williamsburg	LINE	2.732	61	WACCAMAW COG-01
US701	United States Hwy 701	13.98	Horry	GEORGETOWN CNTY LINE TO US501	2.61	71	WACCAMAW COG-02
US378	United States Hwy 378	12.25	Horry	MARION CNTY LINE TO MAIN ST. (US 501BUS)	1.55	133	WACCAMAW COG-03
SC 261	State Hwy 261	29.19	Williamsburg	RAILROAD AVE. (S-400) TO GEORGETOWN CNTY LINE	1.508	134	WACCAMAW COG-04
SC 261	Choppee Rd.	14.27	Georgetown	COUNTY LINE RD. (S-5) TO OLD PEE DEE RD. (S-36)	1.219	139	WACCAMAW COG-05
US701	Fraser St.	19.16	Georgetown	SOUTH OF GATOR ALY TO BROWNS FERRY RD. (SC 51)	1.192	140	WACCAMAW COG-06
US521	United States Hwy 521	31.15	Williamsburg	CLARENDON CNTY LINE TO GEORGETOWN CNTY LINE	1.126	141	WACCAMAW COG-07
SC 9	State Hwy 9	10.51	Horry	US76 TO LOG CABIN RD. (S-420)	1.062	142	WACCAMAW COG-08

PROJECT	COUNTY	FROM	TO	TOTAL POINTS
				100MAX
US 521 (ANDREWS BP1)	G'TOWN	US 521 So. of ANDREWS	SC 41	
US 521	W'BURG	US 52	CLARENDON CO. LINE	
US 521 (ANDREWS BP2)	W'BURG	SC 41	S-122	52
US 521	W'BURG	GEORGETOWN CO.	S-50	49
US 378	HORRY	S-63	BEGIN 4 LANES	48
US 378	HORRY	MAR. Co. LINE	S-63	44
US 521	W'BURG	S-50	SC 377	43
US 521	W'BURG	SC 377	US 52	43
US 701	HORRY	SC 9	NC ST. LINE	40
US 378	W'BURG	CLARENDON CO.	FLORENCE CO. LINE	26
SC 261	G'TOWN	US 701	CLARENDON CO. LINE	23
SC 41	W'BURG	GEORGETOWN CO.	FLORENCE CO. LINE	23
SC 9	HORRY	MARION CO.	S-441 @ GREEN SEA	22

(COST IN THOUSANDS)												Draft
PIN #	COUNTY	GUIDESHARE PROJECTS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	STIP COST (2007-2012)	REMAINING COST (2013+)	FUNDING
7162	GEORGETOWN	US 521 (ANDREWS BP-PT 1)	7,500 C									
	WILLIAMSBURG	US 521 (ANDREWS BP-PT 2)	650 P									
	WILLIAMSBURG	GREELEYVILLE BYPASS	650 P									
		SUPPLEMENTAL PLANNING FUNDS	14									
		OPERATIONAL IMPROVEMENTS										
		DEBT SERVICE	837	845	860	859	781	777	774	\$4,896	7,262	
		GUIDESHARE SUBTOTALS	\$9,651	\$845	\$860	\$859	\$781	\$777	\$774	\$4,896	\$7,262	

Rural Projects Ranking Formula Definitions and Instructions

Volume/Capacity Ratio (current) -- the ratio of the most recent annual average daily traffic (AADT) on a segment of highway relative to the design capacity of the highway, or the Level of Service C (LOS C) capacity of the highway. A V/C Ratio of 1.0 indicates that the current traffic volume equals the capacity of the highway to safely and conveniently handle the amount of traffic. Calculations to be provided by SCDOT staff.

Volume/Capacity Ratio (future) -- The ratio of the future (2025) AADT to LOS C capacity. The 2025 projections and calculations will be provided by SCDOT staff. Projections will be based on least squares linear regression forecast of 1987 to current AADT data.

Accident Rate -- This data is no longer readily available, but will be obtained where possible by SCDOT staff. Accident rate is accidents per million Vehicle Miles of Travel (VMT). VMT is calculated by multiplying AADT by the length of road segment that the AADT count applies to.

Average daily traffic per lane mile -- The criteria is used to measure travel. AADT is divided by the number of lanes in the road segment being ranked. Calculations provided by SCDOT staff.

Proximity of Existing Infrastructure to any Portion of the Project -- The criteria is a measure of effectiveness in promoting economic development. Three necessary components for economic development are water, sewer, and transportation. If water and/or sewer are available along any segment of the roadway, the project would receive the highest possible score. Location and distance of water and sewer infrastructure to be determined by COG staff.

Benefit to Existing Employment and Potential Employment Growth -- The criteria is a subjective evaluation of the benefit the project would have by improving access to existing manufacturing, commercial or service industries and improving access to identified future sites for these activities (e.g. industrial parks, shopping centers). This will be evaluated by the COG committee.

Provides Corridor Enhancement -- The criteria is used to give priority to the highways that serve interregional movement of persons and goods. These roadways are identified by a functional classification system defined by the Federal Highway Administration, based on trip length (local vs. long-distance) and trip purpose. SCDOT will provide functional classification maps for the COG staff to use to determine the type of corridor.

Special Considerations -- The purpose of the criteria is to provide a maximum of 10 points to be subjectively applied to the project for any special circumstances. The items shown on the ranking formula sheet -- are suggestive only. The criteria will be scored by the COG committee.

Tourism Benefit/Impact -- A subjective evaluation of the project's impact on improving access to tourist facilities on improving income derived from tourists passing through the region. Evaluated by COG Committee.

Provides Direct Access to Interstate -- The criteria measures the improvement in access to the Interstate system provided by the project, and the related improvement in development potential. Measured by COG staff.

Provides Access to Market Area -- Gauges improvement in access to Metropolitan Statistical Areas, which are counties that have at least one urbanized area of 50,000 population or greater. Evaluated by COG staff.

Request Commission ratify these MPO/COG programs as being in compliance with Act 114 guidelines.

Interstate Upgrade

Interstate Widening

The Commission approved the Interstate Widening criteria in July 2007. Included below is the weighting associated with each criteria.

The criteria includes:

1. Volume to Capacity Ratio:30%
2. Public Safety: 20%
3. Truck Traffic:10%
4. Pavement Condition: 10%
5. Financial Viability: 10%
6. Environmental Impacts: 10%
7. Economic Development: 10%
8. Alternative Transportation Solutions: Not scored, but yes or no for Transit/HOV lane opportunities.
9. Consistent with Local Land Use Plans: Not scored, but yes or no.

Top 10 Interstate Widening Projects in S.C.

POTENTIAL INTERSTATE WIDENING PROJECTS

Route	Termini	County	Score
I-26	US 52 Connector to I-526	Charleston	4.17
I-20	I-77 to Spears Creek Road	Richland	3.49
I-526	SC 7 to Long Point Road	Charleston	3.47
I-85	US 25 to SC 129	Greenville/Spartanburg	3.35
I-385	West Georgia Road to I-85	Greenville	3.24
I-26	US 176 to St. Andrews Road	Lexington/Richland	2.91
I-26	US 321 to S-31	Lexington	2.79
I-20	Georgia State Line to US 25	Aiken	2.72
I-20	US 378 to I-77	Lexington	2.22
I-26	I-126 to US 321	Lexington/Richland	2.18

We will not be asking for approval of this interstate widening list at this time. In a few months, we intend to bring to the Commission a recommendation on which projects could move forward based on cost of the improvements and expectations of future federal interstate maintenance and national highway system program funding. We will also identify projects that would need the assistance of extraordinary funding outside our normal federal program funds to move beyond the design phase.

Interstate Interchanges

The new Interstate Interchange Management System is the tool we will use to rank the state's interstate interchanges. This program has the ability to simultaneously rank all 271 interstate interchanges using any of seven criteria. These include average time per vehicle, commercial vehicle delay, intersection delay, safety, total user cost, total vehicle cost, total vehicle hours, and total vehicle miles. For overall statewide ranking we use the total user cost criteria, which balances all seven criteria, with a focus on the level of service (volume to capacity) and operational elements of the interchange.

The Interchange Program Elements Include:

1. Passenger Vehicle Travel Time
2. Truck Vehicle Travel Time
3. Passenger Vehicle Delay
4. Truck Vehicle Delay
5. Passenger Vehicle Distance
6. Truck Vehicle Time
7. Truck Detour Distance
8. Design Related Fatal Crashes
9. Design Related Personal Injury Crashes
10. Design Related Property Damage Crashes
11. Other Fatal Crashes
12. Other Personal Injury Crashes
13. Other Property Damage Crashes

Two elements not included in the program formula, but considered in the overall ranking, are environmental impacts and economic development. These scores are factored into the ranking received from the program. The current highest ranking interchanges across the state are all in urban areas with similar environmental impacts and economic development scores. Due to the similarities in project impacts, no adjustment was needed to the overall ranking.

**POTENTIAL INTERSTATE
INTERCHANGE UPGRADES**

Interchange	County
I-26 @ I-20	Lexington
I-85 @ I-385	Greenville
I-26 @ Bush River Road	Richland
I-85 @ SC 153	Anderson
I-26 @ Aviation Avenue	Charleston
I-26 @ I-526	Charleston
I-20 @ US 176	Richland
I-26 @ St. Andrews Road	Lexington
I-95 @ SC 327	Florence
I-20 @ US 378	Lexington
I-26 @ I-126	Richland
I-26 @ US 176	Richland

We will not be asking for approval of the interstate interchange list at this time. As with the widening list, we will come back to the Commission in a few months with a recommendation on which projects we can move forward based cost of the improvements and expectations of future federal interstate maintenance and national highway system program funding.

Request Commission approval of the ranking criteria for both the Interstate Widening and Interstate Interchange program.

Bridge Replacement Funds

Bridge Replacement, Painting, and Inspection Program

During the September 19, 2007 workshop the SCDOT Commission approved the bridge replacement, painting, and inspection programs shown below.

FY 2008 Budget

Bridge Replacement -	\$119 million
Bridge Painting -	\$3 million
Bridge Inspection -	\$3 million

FY 2009 Budget

Bridge Replacement -	\$119 million
Bridge Painting -	\$3 million
Bridge Inspection -	\$3 million

Bridge Replacement Program - The selection and prioritization of bridge replacement projects uses the following objective and quantifiable factors previously approved by the Commission.

- bridge structure condition
- traffic status (closed, posted etc.)
- average daily traffic rates
- average daily truck traffic rates
- detour lengths
- the road's location and significance to the community and local businesses
- environmental impact
- current maintenance costs for the bridge

Federal regulations require that 15% of federal bridge replacement funds be used each year on off system (Bridges on state roads not eligible for federal funds) bridge replacement. The same ranking formula that was developed and used to generate the two-year bridge replacement priority list approved by the Commission in September was used to generate the Off System list. This list contains approximately \$30 million in projects that will allow us to comply with federal regulations.

Off System Bridges Estimated Costs

Dist	Cty	Route	Crossing	Rank	Rcost	RunTotal
1	28	S-28-393	CSX RAILROAD	1	\$442,000	\$442,000
2	1	S-1-73	TURKEY CREEK	2	\$91,000	\$533,000
2	33	S-33-38	WHITE CREEK	3	\$135,000	\$668,000
6	27	S-27-19	KNOWLES ISLAND	4	\$641,000	\$1,309,000
4	11	S-11-102	ABINGDON CREEK	5	\$131,000	\$1,440,000
2	33	S-33-42	CUFFEYTOWN CREEK	6	\$297,000	\$1,737,000
4	11	S-11-64	GILKEY CREEK	7	\$89,000	\$1,826,000
1	28	S-28-101	BEAR CREEK	8	\$213,000	\$2,039,000
1	40	S-40-1683	WILDCAT CREEK	9	\$288,000	\$2,327,000
4	29	S-29-84	FLAT CREEK	10	\$205,000	\$2,532,000
3	42	S-42-128	NORTH PACOLET RIVER	11	\$570,000	\$3,102,000
4	46	S-46-63	BULLOCKS CREEK	12	\$866,000	\$3,968,000
4	44	S-44-146	LITTLE BROWNS CREEK	13	\$356,000	\$4,324,000
5	16	S-16-42	SWIFT CREEK	14	\$290,000	\$4,614,000
4	46	S-46-960	BR. WILDCAT CREEK	15	\$143,000	\$4,757,000
2	41	S-41-148	TRIB TO DRY CREEK	16	\$89,000	\$4,846,000
4	20	S-20-323	CEDAR CREEK	17	\$684,000	\$5,530,000
6	10	S-10-1958	TIDAL CREEK	18	\$143,000	\$5,673,000
4	29	S-29-35	WAXHAW CREEK	19	\$299,000	\$5,972,000
4	11	S-11-58	STREAM	20	\$130,000	\$6,102,000
4	12	S-12-144	LITTLE ROCKY CREEK	21	\$356,000	\$6,458,000
4	46	S-46-919	BR OF CLARKS CREEK	22	\$286,000	\$6,744,000
5	26	S-26-926	TRIB TO ICWW	23	\$358,000	\$7,102,000
3	39	S-39-298	OOLONEY RIVER	24	\$431,000	\$7,533,000
4	12	S-12-397	SHANNON CREEK	25	\$286,000	\$7,819,000
2	1	S-1-159	JOHNS CREEK	26	\$73,000	\$7,892,000
4	46	S-46-720	BIG DUTCHMANS CREEK	27	\$356,000	\$8,248,000
2	1	S-1-159	LONG CANE CREEK	28	\$365,000	\$8,613,000
2	41	S-41-79	SHILOH BRANCH	29	\$97,000	\$8,710,000
5	26	S-26-110	BEAR SWAMP	30	\$146,000	\$8,856,000
4	11	S-11-34	STREAM	31	\$214,000	\$9,070,000
1	40	S-40-56	LITTLE CREEK	32	\$355,000	\$9,425,000
6	8	S-8-44	STREAM	33	\$124,000	\$9,549,000

Off System Bridges Estimated Costs

		S-33-				
2	33	117	BOLD BRANCH	34	\$130,000	\$9,679,000
		S-27-				
6	27	247	JESSIE CREEK	35	\$283,000	\$9,962,000
		S-30-				
2	30	312	RABON CREEK	36	\$1,004,000	\$10,966,000
3	42	S-42-64	NORTH TYGER RIVER	37	\$1,147,000	\$12,113,000
		S-29-				
4	29	772	HANGING ROCK CREEK	38	\$585,000	\$12,698,000
		S-46-				
4	46	152	CROWDERS CREEK	39	\$783,000	\$13,481,000
		S-41-				
2	41	164	BR OF LITTLE SALUDA RV	40	\$72,000	\$13,553,000
		S-28-				
1	28	385	25-MILE CK OVERFLOW COOPER RIVER	41	\$355,000	\$13,908,000
		S-8-44	BACKWATER	42	\$247,000	\$14,155,000
		S-11-				
4	11	241	SUCK CREEK	43	\$214,000	\$14,369,000
4	46	S-46-54	LITTLE ALLISON CREEK	44	\$528,000	\$14,897,000
		S-11-				
4	11	145	UNNAMED STREAM	45	\$125,000	\$15,022,000
4	29	S-29-16	BEAR CREEK	46	\$1,025,000	\$16,047,000
		S-13-				
4	13	166	BEAR CREEK	47	\$1,000,000	\$17,047,000
		S-46-				
4	46	650	WILDCAT CREEK	48	\$715,000	\$17,762,000
		S-31-				
1	31	600	SCAPEORE SWAMP	49	\$341,000	\$18,103,000
		S-39-				
3	39	133	BRUSHY CREEK	50	\$216,000	\$18,319,000
		S-30-				
2	30	496	BR OF LITTLE RIVER	51	\$358,000	\$18,677,000
		S-12-				
4	12	182	CONRAD CREEK	52	\$248,000	\$18,925,000
		S-12-				
4	12	306	MC KELVEY BRANCH	53	\$376,000	\$19,301,000
		S-44-				
4	44	223	SUGAR CREEK	54	\$427,000	\$19,728,000
		S-11-				
4	11	243	BOWENS RIVER	55	\$427,000	\$20,155,000
4	46	S-46-57	BURGIS CREEK	56	\$143,000	\$20,298,000
4	46	S-46-11	CLARKS CREEK	57	\$1,008,000	\$21,306,000
4	44	S-44-66	CUNNINGHAM CREEK	58	\$356,000	\$21,662,000
2	36	S-36-55	HELLERS CREEK	59	\$286,000	\$21,948,000
		S-28-				
1	28	129	HORSE HEAD BRANCH	60	\$142,000	\$22,090,000
6	8	S-8-22	CALIFORNIA BRANCH	61	\$141,000	\$22,231,000
		S-15-				
6	15	129	WOLF CREEK	62	\$211,000	\$22,442,000
		S-29-				
4	29	185	CANE CREEK	63	\$435,000	\$22,877,000
6	15	S-15-66	CALFPEN SWAMP	64	\$432,000	\$23,309,000
1	32	S-32-28	FOURTEEN MILE CREEK	65	\$307,000	\$23,616,000

Off System Bridges Estimated Costs

2	1	S-1-159	DRY CREEK	66	\$79,000	\$23,695,000
4	11	S-11-90	PEOPLES CREEK	67	\$285,000	\$23,980,000
		S-2-31	NORFOLK SOUTHERN			
1	2	SBL	(ABAND)	68	\$289,000	\$24,269,000
		S-2-31	NORFOLK SOUTHERN			
1	2	NBL	(ABAND)	69	\$359,000	\$24,628,000
4	46	S-46-103	FISHING CREEK	70	\$926,000	\$25,554,000
4	29	S-29-70	HANNAHS CREEK	71	\$209,000	\$25,763,000
4	46	S-46-732	CALABASH BRANCH	72	\$356,000	\$26,119,000
1	32	S-32-76	LIGHTWOOD KNOT CREEK	73	\$246,000	\$26,365,000
2	33	S-33-38	LEE CREEK	74	\$99,000	\$26,464,000
4	20	S-20-12	TRIB TO PARR RESERVOIR	75	\$669,000	\$27,133,000
1	32	S-32-413	ROCKY CREEK	76	\$213,000	\$27,346,000
4	11	S-11-207	DOOLITTLE CREEK	77	\$356,000	\$27,702,000
4	11	S-11-50	FURNACE CREEK	78	\$398,000	\$28,100,000
4	12	S-12-465	REEVES CREEK	79	\$429,000	\$28,529,000
6	10	S-10-98	WANDO RIVER	80	\$499,000	\$29,028,000
4	46	S-46-649	BR OF BEAVERDAM CK	81	\$285,000	\$29,313,000
4	13	S-13-683	BIG BLACK CREEK	82	\$684,000	\$29,997,000
4	12	S-12-404	TRIB TO FISHING CR	83	\$285,000	\$30,282,000
1	40	S-40-434	EIGHT MILE CREEK	84	\$213,000	\$30,495,000
4	46	S-46-323	ROSS BRANCH	85	\$285,000	\$30,780,000

Motion: that the Commission approve the two-year off system bridge replacement list so that the Department can comply with federal regulations requiring the use of 15 percent of Bridge Replacement funds on bridges on the state highway system not on federal aid routes.

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Federal Aid Secondary Reconstruction Program

Pave

ment Improvement and Preservation Program

During the September 19, 2007 workshop the SCDOT Commission approved the following:

FY 2008 Budget

Federal Aid Pavement Improvement and Preservation Program - \$82 million

FY 2009 Budget

Federal Aid Pavement Improvement and Preservation Program - \$82 million

Federal Aid Secondary Pavement Improvement and Preservation Program

The selection and prioritization of pavement improvement and preservation projects for the state's secondary federal aid road system uses the following objective and quantifiable factors previously approved by the Commission:

- pavement condition
- average daily traffic rates
- average daily truck traffic rates
- the pavement maintenance costs for the road
- the road's location and significance to the community and local businesses

A ranking formula was developed using these factors and each road segment was given a numerical score, with the lowest score having the highest priority. Candidates for each project category (reconstruction, rehabilitation, and preservation) were prioritized on a statewide basis similar to the primary system, which was presented last month. \$82 million has been budgeted for the federal aid pavement improvement and preservation program with \$70 million allocated to the primary system and \$12 million allocated to the federal aid secondary system for 2008. These numbers will change to \$60 million and \$22 million respectively in 2009.

District	County	Route	Route No.	Aux	Dir	BMP	EMP	Length	Estimated Cost	Score
1	Richland	S-	973		N	0.31	0.76	0.45	\$157,500	0.999
6	Dorchester	S-	13		N	0.99	1.53	0.54	\$189,000	1.032
6	Charleston	S-	1271		N	0.83	1.02	0.19	\$66,500	1.033
1	Sumter	S-	5		E	1.80	1.93	0.13	\$45,500	1.040
6	Charleston	S-	404		E	0.53	0.56	0.03	\$21,000	1.054
6	Charleston	S-	404		E	0.56	0.84	0.28	\$196,000	1.054
3	Anderson	S-	688		E	0.00	0.84	0.84	\$294,000	1.154
5	Darlington	S-	18		E	0.00	1.31	1.31	\$458,500	1.173
7	Orangeburg	S-	131		N	0.47	0.73	0.26	\$91,000	1.188
6	Charleston	S-	86		E	0.00	0.34	0.34	\$238,000	1.210
7	Orangeburg	S-	25		N	1.12	1.57	0.45	\$157,500	1.226
1	Lexington	S-	273		N	0.85	1.50	0.65	\$455,000	1.236
6	Berkeley	S-	5		N	1.01	1.39	0.38	\$133,000	1.239
5	Horry	S-	57		N	2.95	5.36	2.41	\$843,500	1.248
1	Lexington	S-	56		E	0.00	0.72	0.72	\$252,000	1.278
5	Marion	S-	9		N	15.98	17.13	1.15	\$402,500	1.285

Federal Aid Secondary Rehabilitation Program

District	County	Route	Route No.	Aux	Dir	BMP	EMP	Length	Estimated Cost	Score
1	Lexington	S-	626		E	1.37	2.04	0.67	\$187,600	1.204
6	Charleston	S-	404		E	0.84	1.64	0.80	\$224,000	1.267
1	Lexington	S-	485		N	0.00	0.60	0.60	\$336,000	1.289
1	Lexington	S-	71		N	2.61	3.48	0.87	\$243,600	1.326
1	Lexington	S-	272		E	0.00	0.90	0.90	\$252,000	1.354
6	Charleston	S-	393		N	0.00	0.72	0.72	\$201,600	1.390
6	Charleston	S-	404		E	0.33	0.56	0.23	\$128,800	1.392
1	Lexington	S-	244		E	2.54	2.66	0.12	\$33,600	1.394
3	Anderson	S-	111		N	0.00	1.19	1.19	\$333,200	1.399
6	Beaufort	S-	44		E	1.17	2.08	0.91	\$254,800	1.430
1	Sumter	S-	5		N	0.00	0.91	0.91	\$254,800	1.457
1	Lexington	S-	72		E	0.00	2.99	2.99	\$837,200	1.457
1	Lexington	S-	630		E	0.00	1.11	1.11	\$310,800	1.457
1	Lexington	S-	41		N	1.01	1.55	0.54	\$151,200	1.458
1	Lexington	S-	386		E	1.57	1.80	0.23	\$64,400	1.484
1	Lexington	S-	273		N	0.00	0.85	0.85	\$476,000	1.507
1	Lexington	S-	36		E	0.00	0.90	0.90	\$504,000	1.512
3	Pickens	S-	22		E	0.00	2.48	2.48	\$694,400	1.517
1	Aiken	S-	327		N	0.00	0.08	0.08	\$22,400	1.543
1	Lexington	S-	609		N	0.00	0.55	0.55	\$154,000	1.544
2	Greenwood	S-	42		E	0.00	3.27	3.27	\$915,600	1.548
1	Lexington	S-	66		E	0.00	0.67	0.67	\$187,600	1.549

Federal Aid Secondary Rehabilitation Program Continued

4	Chesterfield	S-	146	E	0.00	1.57	1.57	\$439,600	1.557
3	Pickens	S-	21	N	0.00	0.95	0.95	\$266,000	1.561
1	Richland	S-	177	N	1.12	2.02	0.90	\$504,000	1.569
1	Lexington	S-	204	E	5.69	6.60	0.91	\$254,800	1.570
1	Lexington	S-	36	E	1.79	2.61	0.82	\$459,200	1.571
1	Lexington	S-	626	E	0.00	1.37	1.37	\$383,600	1.576
3	Greenville	S-	1077	N	0.00	1.49	1.49	\$834,400	1.581
5	Horry	S-	84	E	0.02	0.24	0.22	\$61,600	1.583
1	Lexington	S-	370	E	0.00	0.33	0.33	\$184,800	1.584
1	Lexington	S-	24	E	1.03	1.74	0.71	\$198,800	1.585
1	Lexington	S-	71	N	2.09	2.61	0.52	\$145,600	1.587
3	Spartanburg	S-	206	E	0.00	0.55	0.55	\$308,000	1.599
5	Marlboro	S-	220	E	0.00	1.78	1.78	\$498,400	1.603
5	Florence	S-	588	E	1.96	5.43	3.47	\$971,600	1.608
1	Lexington	S-	273	N	1.50	2.72	1.22	\$341,600	1.615
1	Lexington	S-	36	E	5.52	5.79	0.27	\$151,200	1.620
4	York	S-	35	N	9.57	9.79	0.22	\$61,600	1.621
5	Dillon	S-	96	E	0.00	1.30	1.30	\$728,000	1.621
1	Lexington	S-	737	N	0.00	0.28	0.28	\$78,400	1.621
1	Lexington	S-	671	N	0.00	1.67	1.67	\$935,200	1.623
2	Newberry	S-	56	E	12.52	13.36	0.84	\$235,200	1.625
1	Lexington	S-	70	E	1.83	2.40	0.57	\$159,600	1.629
1	Lexington	S-	757	N	0.69	0.79	0.10	\$56,000	1.637
3	Spartanburg	S-	605	N	1.53	2.06	0.53	\$148,400	1.639
6	Charleston	S-	103	N	1.46	2.03	0.57	\$159,600	1.639
1	Richland	S-	34	E	0.00	0.19	0.19	\$53,200	1.646
1	Lexington	S-	70	E	2.40	4.11	1.71	\$478,800	1.653
6	Charleston	S-	1194	E	0.00	0.44	0.44	\$246,400	1.655
5	Horry	S-	263	N	0.00	0.39	0.39	\$109,200	1.656
4	Cherokee	S-	171	N	1.26	2.04	0.78	\$436,800	1.658
1	Aiken	S-	85	N	0.15	0.38	0.23	\$64,400	1.660
5	Florence	S-	92	E	0.00	0.99	0.99	\$554,400	1.663
1	Sumter	S-	55	N	0.65	1.27	0.62	\$347,200	1.664
1	Lexington	S-	169	N	2.98	3.00	0.02	\$5,600	1.665
5	Marion	S-	41	N	3.81	4.04	0.23	\$64,400	1.666
5	Darlington	S-	41	N	11.02	12.40	1.38	\$386,400	1.667
1	Richland	S-	454	E	0.92	1.11	0.19	\$106,400	1.668
2	Greenwood	S-	166	E	0.00	9.66	9.66	\$2,704,800	1.674
1	Lexington	S-	168	E	0.00	2.60	2.60	\$728,000	1.674
6	Beaufort	S-	342	E	0.00	1.35	1.35	\$378,000	1.689
1	Sumter	S-	82	E	0.00	0.70	0.70	\$196,000	1.697
1	Lexington	S-	285	N	0.00	1.23	1.23	\$688,800	1.702
5	Georgetown	S-	87	N	2.28	2.46	0.18	\$50,400	1.706
1	Lexington	S-	103	N	2.35	4.17	1.82	\$509,600	1.710
3	Spartanburg	S-	96	E	0.00	1.66	1.66	\$464,800	1.711

Federal Aid Secondary Preservation Program

District	County	Route	Route		Dir	BMP	EMP	Length	Estimated	
			No.	Aux					Cost	Score
1	Richland	S-	198		E	0	0.22	0.22	\$52,800	1.526
1	Lexington	S-	52		E	0	0.87	0.87	\$104,400	1.790
5	Georgetown	S-	106		E	0	0.64	0.64	\$76,800	1.926
1	Lexington	S-	29		N	0	0.26	0.26	\$31,200	1.953
6	Charleston	S-	56		E	0.28	0.79	0.51	\$122,400	1.958
6	Charleston	S-	107		N	0	1.53	1.53	\$183,600	1.990
5	Georgetown	S-	106		E	1.64	1.9	0.26	\$31,200	2.007
1	Aiken	S-	80		E	5.18	5.56	0.38	\$91,200	2.044
5	Georgetown	S-	106		E	1.16	1.64	0.48	\$57,600	2.062
1	Richland	S-	435		N	0.35	0.52	0.17	\$20,400	2.063
1	Richland	S-	435		N	0.73	1.08	0.35	\$42,000	2.063
1	Richland	S-	907		N	0	0.43	0.43	\$51,600	2.067
5	Georgetown	S-	106		E	1.9	1.93	0.03	\$3,600	2.071
6	Charleston	S-	404		E	0	0.33	0.33	\$79,200	2.071
6	Beaufort	S-	6		E	1.44	1.49	0.05	\$6,000	2.072
1	Aiken	S-	2131		N	0	0.25	0.25	\$30,000	2.076
1	Richland	S-	106		E	0.49	0.89	0.4	\$96,000	2.085
5	Marlboro	S-	53		N	0	0.42	0.42	\$50,400	2.085
6	Charleston	S-	658		E	0.45	1.01	0.56	\$67,200	2.090
6	Charleston	S-	658		E	1.01	1.46	0.45	\$108,000	2.090
1	Lexington	S-	757		N	0	0.69	0.69	\$82,800	2.104
5	Horry	S-	84		E	0.24	1.33	1.09	\$130,800	2.108
3	Spartanburg	S-	124		E	0.36	0.65	0.29	\$34,800	2.112
1	Aiken	S-	936		E	0	0.63	0.63	\$151,200	2.113
6	Charleston	S-	97		N	0.82	1.75	0.93	\$223,200	2.117
1	Lexington	S-	83		N	0	3.2	3.2	\$384,000	2.121
1	Richland	S-	96		E	0	1.42	1.42	\$170,400	2.135
1	Richland	S-	727		N	1.44	2.29	0.85	\$204,000	2.140
6	Beaufort	S-	524		E	0	0.45	0.45	\$54,000	2.140
1	Richland	S-	63		N	0	0.66	0.66	\$79,200	2.147
2	Greenwood	S-	167		N	0	2.46	2.46	\$295,200	2.153
1	Lexington	S-	175		N	0	2.28	2.28	\$273,600	2.158
1	Lexington	S-	48		E	0.49	0.79	0.3	\$36,000	2.166
6	Berkeley	S-	1094		E	0	2.08	2.08	\$499,200	2.185
6	Charleston	S-	57		N	0	1.76	1.76	\$422,400	2.199
1	Richland	S-	337		N	0.48	1.46	0.98	\$235,200	2.199
1	Aiken	S-	2131		N	0.68	1.07	0.39	\$93,600	2.204
1	Richland	S-	3020		E	0	0.9	0.9	\$216,000	2.204
6	Beaufort	S-	6		E	0.77	1.26	0.49	\$58,800	2.213
6	Beaufort	S-	44		E	0.56	1.17	0.61	\$73,200	2.216
1	Kershaw	S-	35		N	0	0.22	0.22	\$26,400	2.217
1	Lexington	S-	73		N	12.74	14.93	2.19	\$262,800	2.229
1	Richland	S-	218		E	1.2	1.76	0.56	\$134,400	2.230

Motion: That the Commission approves the two year project list for pavement improvement and preservation of federal aid secondary routes.

New Location Project Criteria

Project Ranking Criteria Section 57-1-370 Methodology for Statewide Ranking of New Location Projects

Financial Viability and Maintenance Cost

- Based on project cost per vehicle mile of travel and a 20-year maintenance cost
- Criteria weighted at 20%

Potential for Economic Development

- Provided by Department of Commerce
- Criteria weighted at 20%

Traffic Volume and Congestion

- Based on comparison of network hours of delay for build and no build scenario
- Criteria weighted at 45%

Environmental Impact

- Provided by Environmental Office
- Criteria weighted at 15%

Alternative Transportation Solutions

- Considered outside of scoring
- Evaluation based on a transit propensity assessment to be included in NEPA

Consistency with Local Land Use Plans

- Considered outside of scoring
- Evaluation either a yes or no based on local input

We are bringing these criteria to the Commission for consideration. We are not asking for your approval at this time. The hope is to receive feedback on these criteria and bring that discussion to the Commission in a few months.

