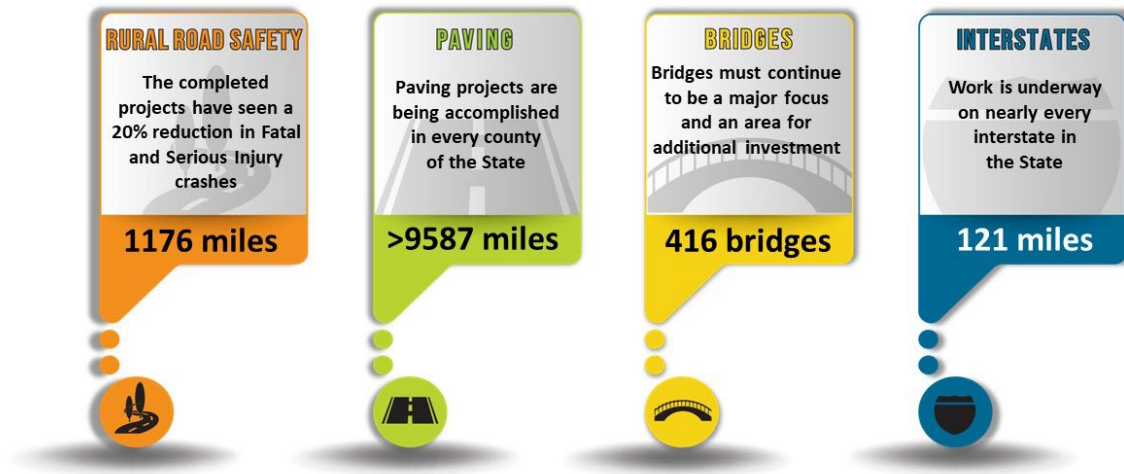


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## AGENCY’S DISCUSSION AND ANALYSIS

The South Carolina Department of Transportation (SCDOT) is delivering on the promises of the 2017 roads bill, Act 40, which focused on recovering the state’s road and bridge network from more than 30 years of deferred maintenance. South Carolina has changed tremendously since the last legislation passed, and this year SCDOT published *Momentum 2050*, the agency’s next long range plan that aims to tackle the challenges we’re facing in modern South Carolina – notably continued rapid population growth and congestion. The agency remains committed to the Governor, the General Assembly and the people of South Carolina to carry forward a shared vision for the future of transportation in the state while continuing to plan, construct, maintain and operate the fourth largest state-maintained highway system in the nation.

In alignment with the 2017 roads bill, and to focus on addressing those maintenance issues, the current 10-year plan, which will conclude at the end of 2027, was designed around four key issues: rural road safety, paving, bridges, and interstates. The **rural road safety program**, which aims to improve roadway safety on our rural corridors, has nearly 1,200 miles of improvements underway or completed and the goal was increased to 1,300 miles. Of the projects completed, SCDOT has measured a 20% reduction in fatal and serious injury crashes. The vast majority of the increase in the gas tax goes toward paving projects. **Paving** projects are underway in all 46 counties in the state, and since 2017, nearly one quarter of the entire state highway network has been put under contract to be repaved.



As of August 2025

With an additional \$200 million in non-recurring funds from the General Assembly, SCDOT is continuing to make progress addressing the deficient bridges in South Carolina. In 2017, the goal was to replace or rehabilitate 465 bridges. With the continued additional investment from the General Assembly, the goal was increased to 530 **bridges** and 416 have already advanced to construction or been completed. Addressing deficient bridges remains a significant challenge. Over 2,400 of the state’s 8,400 bridges are more than 60 years old. At the time of this report, approximately 80 bridges are closed and another 700 are load restricted. Continued, sustained investment will be necessary to address this long-term challenge.

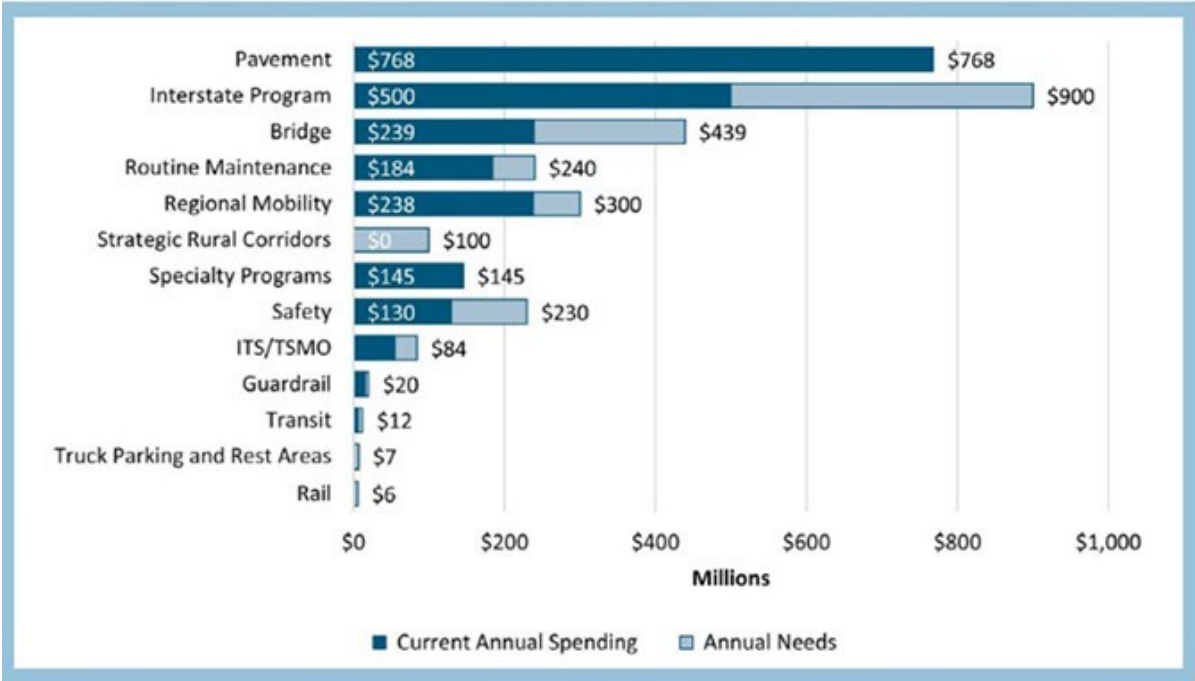
**Interstates** are the arteries of commerce for South Carolina and the region. Almost a third of the traffic is carried on the state’s 800 miles of interstate. Interstate improvement and expansion projects are taking place across the state with more than 121 miles under contract or completed already.

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***Momentum 2050***

*Momentum 2050* was formally adopted in May of 2025. *Momentum 2050* is SCDOT’s plan for the future of the state’s multimodal transportation network. The document is a statewide plan for all users, all modes, and any area that has a role in South Carolina’s transportation system. The full plan is available for review online at [movingsouthcarolinaforward.com](http://movingsouthcarolinaforward.com). Through the planning process, the focus is on four key areas as we begin to build the foundation for the next 10-year plan:

- **Continue system recovery.** SCDOT will continue to build upon the gains made in recovering the system’s transportation network since the implementation of the roads bill in 2017. Those investments must continue to include pavements, bridges, road safety, and interstate improvements.
- **Expand the freight network.** The Port of Charleston has significant expansion plans that will increase the volume of cargo on our roadways. SCDOT will continue to focus on rural interstate corridors not only to expand and improve freight access, but to ensure that every South Carolinian has access to jobs, education and health care.
- **Improve urban and rural mobility.** While South Carolina is rapidly growing, that growth is not evenly distributed across our state. Some rural areas are predicted to shrink in population size while other, more urbanized areas continue to rapidly grow. SCDOT will need to focus on how to address congestion in order to keep people moving in and around our state.
- **Develop strong partnerships with other transportation providers.** SCDOT already works closely with the Ports Authority, Palmetto Railways and numerous other public and private partners. Coordinating to plan and deliver a world-class transportation system in South Carolina is going to take all of these partners working in close collaboration.



*Momentum2050* Summary of Current Annual Spending and Additional Annual Needs

*Momentum 2050* also considers the need for increased investment to deliver on an ambitious plan. The figure above shows current annual spending by program compared to what is needed annually to implement the *Momentum 2050* goals. SCDOT will continue to work together with the Governor and the General Assembly to invest and plan for the future of transportation in South Carolina.

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**SIGNIFICANT PROJECT UPDATES**

**BRIDGES:** SCDOT remains focused on tackling the bridge problem in South Carolina. The 2025 allocation of \$200 million provided by the General Assembly in the last fiscal year allowed SCDOT to accelerate replacement or repair on 119 bridges, and 109 of those projects are already underway. With more than 90 percent of those projects in the preliminary engineering or construction stage, SCDOT is demonstrating the agency's commitment to quickly advancing projects using all available sources of funding.

In August 2024, the agency completed the rehabilitation of the **Gaffney T-bridge**, one of the few structures like it in the world.



*Image 1 Gaffney T-Bridge under construction*

SCDOT was awarded \$175 million to replace **four bridges on I-95 over Lake Marion**. The grant will allow the four bridges, originally constructed in 1968, with narrow shoulders and roadway approaches, to be rebuilt into one bridge with two 12-foot travel lanes in both the southbound and northbound direction. The project will provide a barrier-separated bicycle and pedestrian path. The project will also potentially provide space for a future additional travel lane in each direction with a 10-foot minimum inside shoulder and a 12-foot outside shoulder in each direction. The project is expected to be awarded later this year and break ground in early 2026.

**INTERSTATE CAPACITY:** SCDOT continues to hit major project milestones on **interstate improvement projects** across the state. The first phase of the Carolina Crossroads project is on track to conclude this year, enabling major bridge construction, including a redesign of the Colonial Life Drive interchange. The new interchange design has already proven effective by separating I-26 and I-126 traffic earlier in the commute and reducing congestion at one of the project's most complex merge points. The next phases of the project are already moving forward.

Work continued on critical interstate work along **I-26 between Columbia and Charleston** including construction on the I-26 and I-95 interchange. At the end of 2024, SCDOT opened all lanes of traffic for the 16 miles of widening on the I-26 Midlands Connection project from Exit 85 in Little Mountain to Exit 101 in Irmo.

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*Image 2 Midlands Connection Project on I-26*

In February of 2025, SCDOT along with local and state officials and Scout Motors leadership held a groundbreaking ceremony for the **Scout Motors Drive Interchange** project along I-77. The project will serve the future Scout Motors Manufacturing facility and provide access for future economic development.



*Image 3 Rendering of Scout Motors Drive Interchange*

SCDOT awarded the contract for the **I-95 widening and improvements** project in June 2025 and broke ground in August. The project, in conjunction with the Georgia Department of Transportation, will widen and improve 10 miles of I-95 from the Savannah River to US 278. The project includes improvements to the bridges and interchanges in the corridor and a new bridge over the Savannah River. The department also launched [fixthedrive95.com](http://fixthedrive95.com) to give members of the public access to timely updates on the more than 17 projects currently underway along I-95.

**REGIONAL MOBILITY:** In April of 2025, SCDOT alongside officials from the Town of Summerville and Dorchester County, celebrated the official ribbon cutting for the **Berlin G. Myers Parkway Phase III** project. With a total investment of \$160 million, the Berlin G. Myers Parkway improvements were designed to enhance safety, reduce congestion, and improve traffic flow through one of the region's busiest corridors. Continued investment off of the interstate to address congestion is a major priority of the *Momentum 2050* plan and will need continued attention as South Carolina remains one of the nation's fastest growing states.

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*Image 4 Phase III of the Berlin Myers Parkway*

**SAFETY:** In July 2025, SCDOT broke ground on the **Ashley Phosphate Road Safety Improvements** project in North Charleston, designed to increase the safety of Ashley Phosphate from Rivers Avenue to Dorchester Road. This will include raised medians that reduce conflict points for drivers, high visibility crosswalks, new pavement markings and improved lighting.

SCDOT also hosted a project completion ceremony this summer for two projects designed to improve safety in the City of Columbia with high rates of travel by pedestrians and bicyclists. The **South Main Street** corridor now includes a dedicated cycle lane, landscaping, added street lighting, new crosswalks and more visible pavement markings. The **Harden Street Project** also focused on safety improvements including reducing travel lanes which is a traffic calming measure that also reduces distance pedestrians have to cross. Flashing yellow arrows allow drivers to make left-hand turns after yielding to oncoming traffic, reducing the time spent sitting at lights. Landscaped medians added in the project enhance the natural beauty of the area and encourage pedestrians to use dedicated crosswalks, enhancing safety. The Harden Street Project received the 2025 ASCE SC Project of the Year award.

These are just a few key projects of the many underway around the state that are making a major impact in South Carolina. These projects represent the investments made and the vast amount of work underway to improve the road and bridge network in the state.

## **AGENCY SUCCESSES**

While the construction program continues to see major success, there are many other wins for the agency this year thanks to the hard work of the men and women of SCDOT.

In the last year, South Carolina faced a number of **natural disasters** and SCDOT responded quickly to get roads repaired and reopened for safe travel. Hurricane Helene hit South Carolina on September 26, 2024 and the damage from that storm resulted in the largest debris mission in the agency's history. By early 2025, SCDOT had collected more than 5 million cubic yards of debris, which is enough to fill the Empire State Building more than three times over. The storm caused approximately \$72 million in damages to roads and bridges and SCDOT has completed nearly all of those repairs within the year. In addition, SCDOT responded to damages from Tropical Storm Debby and a major flooding event that affected Orangeburg, Bamberg, and Calhoun counties.

The state also faced impacts from **winter storms** with snow and ice along the state's entire coast from Beaufort to North Myrtle Beach. While travel was not recommended in many of the impacted areas, SCDOT did not lose any interstate or major primary route connectivity during the storm, in part due to the diligent efforts of our

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crews treating roadways in advance of the storm. Following the immediate response to the storm, SCDOT conducted a pothole blitz to help repair damages and began the process to replace pavement markings scraped off the roads by snowplows.



*Image 5 SCDOT clears the Ravenel Bridge in Charleston*

SCDOT hosted the inaugural **SASHTO Emergency Response and Recovery Peer Exchange** in early 2025 to convene the leaders from other Southeastern State Departments of Transportation to share information and best practices for responding to natural disasters and to begin conversations about mutual aid with other Southeastern States to respond to disasters. USDOT Deputy Secretary Stephen Bradbury attended the event to address the attendees.

In July 2025, 24 employees graduated from the yearlong professional development course called **LEAD**. These talented professionals spent time refining their skills while learning every facet of the agency, which culminated in a project recommending improvements for consistent employee field training and recognition.

SCDOT hosted the inaugural **Innovation Challenge Showcase** in 2024 to seek out and recognize individuals who have put innovative tools to work in the field. These tools help create a safer work environment, improve efficiency, and save money and resources for SCDOT. SCDOT will continue this innovation program in the coming years to encourage innovative solutions in a constrained resource environment.

This year, SCDOT employed more than 100 **interns** giving a fresh generation of students access and insight to jobs in transportation maintenance, engineering, administration, transit and planning.

SCDOT employees across the state participated in the annual statewide highway litter cleanup in April. The **“Spring Spruce Up”** initiative brings employees together to collect litter across the state.

## **INTERNAL AND EXTERNAL FACTORS AFFECTING PERFORMANCE**

There are challenges that are not unique to the agency that continue to impact our ability to deliver projects. Some of those factors include disaster response - depending on the severity of any individual hurricane or winter storm season, SCDOT may spend weeks or even months focusing efforts on cleanup and restoration.

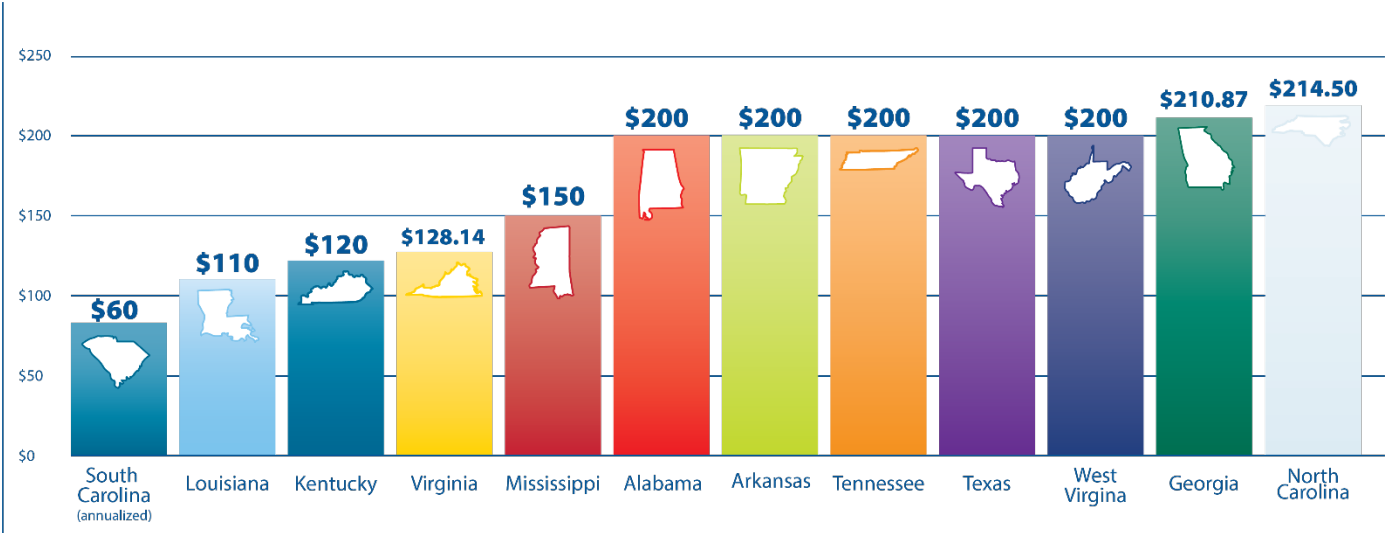
SCDOT has made major strides in our recruitment and retention and though there are still challenges, we are beginning to see a positive shift, especially in our field offices.

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Just like most other sectors, SCDOT is grappling with the pressures from inflation. The bottom line is that our dollars do not stretch as far they used to and we are experiencing impacts from inflation to project delivery. In 2017, one penny from the gas tax could buy 114 miles of 2-lane resurfacing. In 2023, that number had fallen to just 89 miles and in 2024, it decreased again to just 27 miles. Other indicators include the Federal Highway Administration National Highway Construction Cost Index which shows continued significant increases in construction costs since 2020. SCDOT works to stay ahead of market changes with measured financial planning and cash flow projections.

As discussed earlier in this report, the agency continues to focus on bridges and safety as top priorities for maintaining the transportation network to today’s modern standards. The continued, additional investment from the General Assembly is helping us meet those demands and SCDOT has quickly put additional dollars to work to deliver important projects.

As vehicles become more fuel-efficient and South Carolinians adopt alternative fuel vehicles – whether fully electric or hybrid – at greater rates, SCDOT looks for unique ways to address to the long-term solvency of the State Highway Fund to mitigate decreased purchasing power. South Carolina was an early adopter of alternative fuel fees imposed by Act 40 of 2017 (Sec. 56-3-645), but the fees electric vehicle owners pay do not match their combustible engine owner counterparts’ contributions in annual gas tax. The image below reflects current electric vehicle fees in the southeastern states.



**RISK ASSESSMENT AND MITIGATION STRATEGIES**

The agency uses risk management strategies to help identify and mitigate potential threats. SCDOT combats risks within the agency’s control and works to mitigate them before they become unmanageable. While the agency has no control over external risks, the agency works with stakeholders to stay abreast of challenges while developing plans that may be necessary to expedite responses.

One of the largest challenges facing the State of South Carolina and the agency right now is the continued, significant growth in population. As we know, people are continuing to discover that South Carolina is a great place to live, work, raise and have a family and retire. In the 2020 Census, we were the 10<sup>th</sup> fastest growing state in the Country and added 500,000 new residents. In just the past four years, we have welcomed 360,000 new residents. Last year, we were the fourth fastest growing state in the nation and the Revenue and Fiscal Affairs

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Office projects there will be over 6.2 million residents in South Carolina by 2040. That growth is causing a tremendous strain on our infrastructure system.

With increased investments from the Legislature and Congress, SCDOT has reached an approximately \$7 billion construction program, yet continues to need more strategic investments to accommodate growing infrastructure demands amidst rising prices and continued population growth. Additional investments come with the perpetual challenge of managing our external partners to effectively deliver projects in the least disruptive manner possible to the traveling public.

Transportation planning and the further development of a road and bridge network that will serve generations of South Carolinians is a team sport. In South Carolina, there are many agencies that have a role in the future of transportation including the Department of Commerce, the Port Authority and Palmetto Railways. In addition, there are layers of federal, state and local planning and implementation for road projects.

The Federal Highway Administration, U.S. Department of Transportation, and Federal Transit Administration all impact SCDOT from a federal level. Both SCDOT and the State Infrastructure Bank are invested in transportation on a state level, and the local level includes County Transportation Committees (CTCs), Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), municipalities, counties and public transit providers.

With so many different organizations involved in the planning, development and delivery of infrastructure in South Carolina, increased coordination is needed to streamline project delivery and get work accomplished more efficiently.

To mitigate the above, SCDOT recommends:

1. Continue to consider sustainable revenue streams that offset the diminished buying power of gasoline taxes, particularly revenue streams that promote fairness among roadway users regardless of vehicle power source as well as those that disperse the impact of roadway changes following economic development initiatives and population increases.
2. Develop strategies for the increased coordination of transportation planning among all of the agencies involved in delivering transportation projects in South Carolina.

## **STAMP UPDATE**

SCDOT fulfills state (Section 57-1-380) and federal (23 CFR Part 515.9) requirements to develop and implement an asset management plan, referred to as the "STAMP." The 2024 annual update on plan achievements is below.

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Strategic 10-Year Asset Management Plan (STAMP) Performance Targets												
	Baseline		2016 Baseline		10-Year Target		Year Seven				Annual Funding	Commission Approval
	Centerline Miles	% VMT	% Good	% Poor	% Good	% Poor	2024 Interim Target		2024 Actual Target			
Pavements							% Good	% Poor	% Good	% Poor		
Interstate	851	30%	65%	11%	92%	3%	86%	5%	80%	7%	\$162M	9/2024
Primary	9,475	47%	23%	55%	53%	30%	47%	35%	41%	42%	\$340M	
Non-Interstate NHS	2,749	27%	28%	45%	72%	16%	63%	21%	50%	31%	\$100M	
Non-NHS Primaries	6,765	21%	20%	61%	48%	37%	42%	41%	35%	49%	\$240M	
FA Eligible Secondary	10,422	17%	19%	52%	40%	35%	35%	38%	30%	47%	\$140M	
Non-FA Eligible Secondary	20,524	6%	15%	55%	25%	45%	23%	47%	18%	51%	\$82M	
<b>Total Average Annual Funding - Pavements</b>											<b>\$724M</b>	
Bridge Structures		% VMT										
Interstate/NHS (by #)	1,780	56%	48%	6%	66%	0%	62%	1%	37%	4%	\$58M	9/2024
(by sq ft deck Area)*	40.6M		42%	4%	60%	0%	56%	1%	34%	4%		
FA Non-NHS (by #)	3,873	37%	46%	11%	41%	11%	42%	11%	39%	7%	\$30M	
(by sq ft deck Area)*	25.7M		50%	10%	41%	15%	42%	14%	43%	6%		
Off-System (by #)	2,792	7%	40%	9%	36%	10%	37%	10%	36%	6%	\$27M	
(by sq ft deck Area)*	7.7M		51%	7%	44%	10%	45%	9%	45%	5%		
Bridges												
Bridge Inspection											\$25M	9/2024
Bridge Reactionary Maintenance											\$30M	
Bridge Maintenance											\$23M	
Bridge Repair											\$45M	
Bridge Programs**												
Prioritized Bridge Project List for 10-Year Plan			465 bridges		530 bridges		2024 Interim Target		2024			
							370		394			
<b>Total Average Annual Funding - Bridges</b>											<b>\$238M</b>	<b>9/2024</b>
Safety							2019-2023 Target		2019-2023 Actual			
Fatalities (Statewide)			890	5-Year Rolling Average	1139	5-Year Rolling Average	1119	5-Year Rolling Average	1082	5-Year Rolling Average	\$133M	9/2024 (Funding)
Fatality Rate		1.75	1.90		1.94		1.87					
Number of Serious Injuries		3194	2731		2868		2769					
Serious Injury Rate		6.30	4.56		4.96		4.79					
Non-Motorized Fatalities & Serious Injuries		376	469		485		467					
Safety Emphasis Area: Roadway Departures												
Rural Road Safety Program											\$50M	9/2024
Interstate Safety Program											\$15M	9/2024
Roadway Departure Mitigation Program											\$15M	
Safety Emphasis Area: Intersections & Other High-Risk Locations												
Intersection Safety Projects											\$15M	9/2024
Railroad Safety Projects											\$5M	
Work Zone Enforcement											Included in Project Costs	
Target Zero Law Enforcement Teams											Previously Allocated	
Road Safety Assessments & Implementation											\$17M	9/2024
Safety Emphasis Area: Vulnerable Roadway Users												
Pedestrian & Bicycle Safety Projects											\$10M	9/2024
Safety Data Analytics												
Safety Data Analytics											\$3M	9/2024
<b>Total Average Annual Funding - Safety</b>											<b>\$133M</b>	<b>9/2024</b>
<b>Total Average Annual Funding (Pavement, Bridge, Safety)</b>											<b>\$1.1B</b>	<b>9/2024</b>
Pavement condition based on Pavement Quality Index (PQI).												
*Bridge conditions based on Federal Metrics.												
**Bridge Program numbers are bridges complete and under construction.												

**SCDOT WORKERS MEMORIAL**

Each year, SCDOT takes time to remember the boundless courage, enduring faithfulness, and steadfast commitment of our fallen employees who fulfilled the mission of SCDOT. A memorial wall dating back to the 1920s is in front of SCDOT Headquarters in Columbia. The memorial honors employees killed while working on the highways, as well as those who died on the job of natural causes. We are profoundly grateful for their innumerable contributions to maintaining the transportation infrastructure of this great state and are humbled by their unwavering dedication to answer the call to service. They are always in our thoughts and will forever remain in our hearts.



In the Spring of 2025, one additional name was added to the SCDOT Memorial Wall – Mr. Jerad Devin Rose of Dorchester Surveys.

We submit this Annual Accountability Report in honor of our fallen coworker,  
**JERAD DEVIN ROSE**

He will be forever memorialized with the men and women of SCDOT who selflessly gave their lives in service to the state of South Carolina. At SCDOT, our employees are our most valuable asset, and safety is our top priority.

Our motto remains:

**LET 'EM WORK. LET 'EM LIVE.**