

# LOWER SAVANNAH COUNCIL OF GOVERNMENTS

## TRANSPORTATION IMPROVEMENT PROGRAM

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FY 2021—2027



*For Transportation Planning  
In The  
Lower Savannah Council of Governments Region*





**2021-2027**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR TRANSPORTATION PLANNING IN THE LOWER SAVANNAH COUNCIL OF GOVERNMENTS REGION**

Approved by the Technical Advisory Committee of the Lower Savannah Council of Governments

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## **LOWER SAVANNAH COUNCIL OF GOVERNMENTS 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

### **PURPOSE**

The Lower Savannah Council of Governments (LSCOG) is responsible for carrying out the rural transportation planning process for a six-county region, in partnership with the South Carolina Department of Transportation (SCDOT). The LSCOG transportation planning area, which appears in Figure 1, includes the counties of Aiken, Allendale, Bamberg, Barnwell, Calhoun and Orangeburg. Through this planning process, the LSCOG establishes regional goals and objectives, identifies the current condition of the transportation system, provides research and data analysis, identifies and prioritizes transportation needs for input to the Statewide Multi-modal Transportation Plan, State Transportation Improvement Plan (STIP), and the Lower Savannah Transportation Improvement Program (TIP). Other responsibilities include the development of a Long Range Transportation Plan, which is, at a minimum, a 25-year transportation vision for the rural area, and a Rural Planning Work Program (RPWP), which identifies in a single document the two-year transportation planning activities that are to be undertaken in support of the goals, objectives, and actions established in the Long Range Transportation Plan.

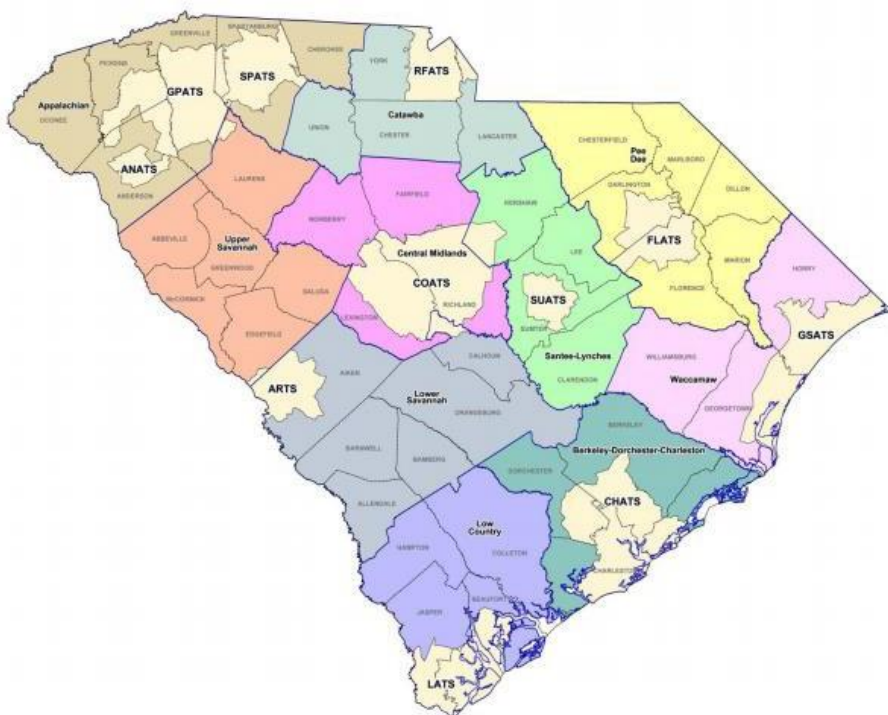
The LSCOG Transportation Technical Advisory Committee (TAC) provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. The TAC is composed of elected and appointed officials and staff representing local governments or agencies having an interest or responsibility in comprehensive transportation planning.

### **BACKGROUND**

SCDOT first began enhancing the statewide planning process and local consultation procedures in response to the directives of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). A revised process was ultimately implemented following the directives of the Transportation Equity Act for the 21st Century (TEA-21) and the adoption of the STIP in 1999. In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted. Representing the largest surface transportation bill in the nation's history, SAFETEA-LU provided for a \$244.1 billion investment. Like TEA-21 before it, SAFETEA-LU provided a foundation for improving transportation safety, reducing traffic congestion, improving efficiency in freight movement and protecting the environment. MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (P.L. 112-141), was signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 was the first long-term highway authorization enacted since 2005. MAP-21 created a streamlined and performance-based surface transportation program that built on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Fundamental change in the process began with a partnership between SCDOT and the ten regional COGs, which have representation from all 46 counties in the state. SCDOT created a Rural System Upgrade Program referred to as Guideshares, which includes the federal-aid construction program for the areas outside of the metropolitan planning organizations

(MPOs). Rural Guideshares are allocated by COG regions based on rural population. SCDOT initially prepared a list of potential transportation needs based on travel, congestion, and safety data for each region in the state. In 2003, the SCDOT Commission adopted the Statewide Multi-modal Transportation Plan. The planning process utilized the COGs to develop regional transportation plans that collectively provided the basis for establishing statewide priorities.



***Transportation Partners: 11 MPOs and 10 COGs in SC***





On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act:

- *Improves mobility on America's highways*

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- *Creates jobs and supports economic growth*

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- *Accelerates project delivery and promotes innovation*

Building on the reforms of MAP-21 and FHWA's Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

MAP-21 made a number of reforms to the metropolitan, rural and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act includes provisions to support and enhance these reforms. Public involvement remains a hallmark of the planning process.

The FAST Act continues requirements for a long-range plan and a short-term transportation improvement program (TIP), with the long-range statewide, metropolitan and rural plans now required to include facilities that support intercity transportation, including intercity buses. The statewide, urban and rural long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. Additionally, the FAST Act requires the planning process to consider projects/strategies to: improve the resilience and reliability of the transportation system, stormwater mitigation, and enhance travel and tourism.

Finally, in an effort to engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers, and further encourages MPOs to consult during this process with officials of other types of planning activities, including tourism and natural disaster risk reduction. MAP-21 and the FAST Act also change criteria for MPO officials to provide transit provider representatives with equal authority and allow the representative to also serve as the representative of a local municipality.

## **PERFORMANCE MANAGEMENT**

A significant part of the reforms made by MAP-21 included transitioning to a performance-based program, including establishing national performance goals for Federal-aid highway programs. The FAST Act supports and continues this overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals. The Act also includes two new provisions related to performance management:

- If a State fails to meet (or make significant progress toward meeting) its freight performance targets within two years after establishment of the targets, then the State's next performance report must now include what actions it will take to achieve the targets. [1116]
- The FAST Act shortens the timeframe for States and MPOs to make progress toward meeting performance targets under the NHPP and clarifies the significant progress timeline for the HSIP performance targets. [1406]





Today each COG has transportation functions similar to that of MPOs. A portion of SCDOT's State, Planning, and Research (SPR) funding is allocated to the COGs to facilitate an ongoing rural transportation planning process. Each COG is required to submit a Rural Planning Work Program (RPWP) outlining the planning emphasis areas and planning projects for a two-year period.

To help ensure ongoing communications between SCDOT and the ten COGs, Partnering Sessions are held as needed to discuss relevant transportation issues. In addition, SCDOT hosts COG/MPO workshops, which offer a technical agenda for staff responsible for the day-to-day planning functions. COG transportation planners also meet several times a year to discuss ongoing programs and collaborative efforts.

## **STATE PLANNING STRUCTURE**

In accordance with U.S.C. Title 23, Section 135, Statewide Planning, federal law specifies that each State shall carry out a transportation planning process that provides for consideration of projects and strategies that will:

- a. support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety and security of the transportation system for motorized and nonmotorized users;
- c. increase the accessibility and mobility options available to people and for freight;
- d. protect and enhance the environment, promote energy conservation, and improve quality of life;
- e. enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- f. promote efficient system management and operation; and
- g. emphasize the preservation of the existing transportation system.

Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established previously by MAP-21, and now the most recent FAST Act transportation bill. Through this process, each COG establishes regional goals and objectives, identifies the current condition of the transportation system, provides research and data analysis, identifies and prioritizes transportation needs for input to the Statewide Multi-modal Transportation Plan and STIP.



## **ACT 114**

In June 2007, state legislation was passed in South Carolina to restructure and reform SCDOT. Among the numerous provisions, Section 57-1-370 addresses the STIP development in an effort to establish a consistent process for identifying highway improvement projects. Subsection (B)(8) states, “the commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria: (1) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) the pavement quality index; (7) environmental impact; (8) alternative transportation solutions; and (9) consistency with local land use plans.” The SCDOT Commission ensures that priorities from each plan consider the nine criteria prior to solicitation for public comment.

## **LSCOG PLANNING STRUCTURE**

To facilitate and encourage maximum interaction among these groups and the local community, the LSCOG has an adopted committee structure. The Policy Committee (LSCOG Board of Directors), as the official decision making body, establishes the policies for the overall conduct of the LSCOG, is responsible for the adoption of plans and programs and approves study recommendations.

LSCOG maintains a regional Transportation Technical Advisory Committee (TAC) with representatives from local government, transportation providers, and special interest groups. The TAC includes representatives from local planning, zoning, and public works officials; local elected officials; SCDOT, transit representatives; and ARTS MPO staff. The TAC plays an important role in identifying, analyzing and prioritizing transportation needs and goals for the Lower Savannah region. As a result of the TAC and COG boards, local governments are directly consulted and given an opportunity to identify transportation needs on the state system. The Lower Savannah TAC meets quarterly or as needed to review project status, evaluate proposed modifications to the STIP, update long-range plan and funding priorities, comment on rural functional classification changes, receive input on the rural work programs, and coordinate special studies. The TAC forwards recommendations for program changes and project prioritization to the Policy Committee (LSCOG Board of Directors) for final local approval.

## WHAT IS PERFORMANCE BASED PLANNING AND PROGRAMMING?

Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for the multimodal transportation systems in the MPO study area. Performance management has been increasingly utilized over the past two decades and is systematically applied on a regular ongoing basis. This process provides key information to decision makers allowing them to understand the consequences of investment decisions across transportation assets and modes. It is also credited with improving project and program delivery and providing greater transparency and accountability to the public.

Performance-based planning and programming (PBPP) refers to transportation agencies' application of performance management as standard state of the practice in the planning and programming processes. An areas PBPP process is required to be included within:

- Long-range transportation plans (L RTPs)
- Other plans and processes (including those that are federally required, such as Strategic Highway Safety Plans, Asset Management Plans, the Congestion Management Process, Transit Agency Asset Management Plans, and Transit Agency Safety Plans, etc.)
- Statewide and metropolitan Transportation Improvement Programs (STIPs and TIPs), which are programming documents housing the anticipated projects an agency intends to implement with federal funding.



The goal of PBPP is to ensure that transportation investment decisions— both long-term planning and short-term programming—are based on the ability to meet established goals.

The foundation of Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act highway programs is to transform transportation decision making to performance- based outcomes. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. MPOs are also responsible for developing L RTPs and TIPs "through a performance-driven, outcome-based approach to planning."



Although the FAST Act does not specifically include Regional Planning Organizations (RPOs) or Councils of Governments (COGs) under the performance planning requirements, the planning process for the rural regions in South Carolina has been based on a partnership with the COGs and SCDOT. As a result, SCDOT is requiring that the Lower Savannah COG planning processes be consistent with the federally prescribed requirements for MPOs.

Lower Savannah COG is now developing its PBPP process to meet federal requirements—including requirements for tracking specific measures and setting targets—and to meet the unique planning needs of Lower Savannah COG.

The LRTP and TIP become PBPP when Lower Savannah COG:

- Sets measurable goals and objectives for the transportation system;
- Selects performance measures and sets targets for desired performance outcomes;
- Gathers data and information to monitor and analyze trends;
- Uses performance measures and data to inform investment decisions; and,
- Monitors, analyzes, and reports decision outputs and performance outcomes.

In addition to meeting the federal PBPP requirements, PBPP will help Lower Savannah COG better communicate our region-specific performance story. PBPP will assist Lower Savannah COG decision-makers to make both policy and project decisions. Needs continue to outweigh resources available for transportation improvements and PBPP requires these difficult decisions be weighed utilizing tradeoff analysis and focusing on data specific performance outcomes. The result will be enhanced accountability and transparency within the Lower Savannah COG planning process.

This document is meant to serve as a bridge as Lower Savannah COG transitions from the traditional transportation planning process to a more strategic PBPP. This document describes:

- National Goal Areas and Measures;
- Federal Requirements;
- Asset Condition and System Reliability Performance Targets
- Safety Goal Area and Targets;
- Next steps for the MPO to build its PBPP practices, process, and policies.

## **NATIONAL GOAL AREAS**

### ***Highway Performance***

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following table describes these national goal areas, rulemakings, performance areas, and prescribed measures. It should be noted that Lower Savannah COG can take on additional measures beyond what is described, however, what is outlined on the next page must be addressed at a minimum.

	Highway Performance Measures		
	National Goal	Performance Area	Performance Measure
PM 1	<p>Safety-</p> <p><i>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</i></p>	Injuries & Fatalities	<ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Fatality rate (per 100 million vehicle miles traveled)</li> <li>• Number of serious injuries</li> <li>• Serious injury rate (per 100 million vehicle miles traveled)</li> <li>• Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>
PM 2	<p>Infrastructure Condition –</p> <p><i>To maintain the highway infrastructure asset system in a state of good repair</i></p>	Pavement Condition	<ul style="list-style-type: none"> <li>• Percentage of pavements on the Interstate System in Good condition</li> <li>• Percentage of pavements on the Interstate System in Poor condition</li> <li>• Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition</li> <li>• Percentage of pavements on the non-Interstate NHS in Poor condition</li> </ul>
		Bridge Condition	<ul style="list-style-type: none"> <li>• Percentage of NHS bridges classified as in Good condition</li> <li>• Percentage of NHS bridges classified as in Poor condition</li> </ul>
PM 3	<p>System Reliability -</p> <p><i>To improve the efficiency of the surface transportation system</i></p>	Performance of the National Highway System	<ul style="list-style-type: none"> <li>• Percent of person miles traveled on the Interstate System that are reliable</li> <li>• Percent of person miles traveled on the non-Interstate NHS that are reliable</li> </ul>
	<p>Freight Movement and Economic Vitality-</p> <p><i>To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development</i></p>	Freight Movement on the Interstate System	<ul style="list-style-type: none"> <li>• Truck Travel Time Reliability Index</li> </ul>

## FEDERAL AND STATE-IMPOSED REQUIREMENTS

### *Targets*

- Lower Savannah COG is required to establish performance targets no later than 180 days after SCDOT sets performance targets.
- For each performance measure, the Policy Committee will decide to commit to support a statewide target, or to establish a quantifiable target specific to the planning area.
- SCDOT and COGs must coordinate targets for performance measures to ensure consistency to the maximum extent practicable.

### *Reporting*

- The LRTP must describe the performance measures and targets, evaluate the performance of the transportation system, and report on progress made.
- The TIP must link investment priorities to the targets in the LRTPs and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.

### *Assessments*

- FHWA will not directly evaluate Lower Savannah COG's progress towards meeting targets for required performance measures.
- FHWA will determine if SCDOT has met or made significant progress towards attaining the selected targets for the highway system.

## INFRASTRUCTURE CONDITION

SCDOT owns and maintains over 41,000 centerline miles, encompassing over 90,000 lane-miles, of roadway and approximately 8,451 bridges on its network. Table 1 outlines the mileage and deck area by pavement and bridge system, respectively, for 2016 for the State and within Lower Savannah's planning area.

**Table 1: System Information**

	Statewide		Lower Savannah COG	
	Center-Line Miles	Lane Miles	Center-Line Miles	Lane Miles
<b>Pavements</b>				
Interstate	851	3,846	69	274
Non-Interstate NHS	2,747	9,354	219	638
Non-NHS Primary	6,761	14,901	871	1,842

Federal Aid Secondary	10,359	21,266	851	1,712
Non-Federal Aid Secondary	20,598	41,309	2,316	4,648
	<b>Count</b>	<b>% Deck Area</b>	<b>Count</b>	<b>% Deck Area</b>
<b>Bridges</b>				
NHS	1,745	54.6%	88	36.4%
Federal Aid	3,883	34.8	301	43.5
Non-Federal Aid	2,794	10.6	252	20.1

For federal purposes, FHWA only requires targets for the interstate and non-interstate NHS pavement systems and the NHS bridge system. Table 2 details the baseline data SCDOT used to develop its infrastructure targets and the corresponding targets for Lower Savannah COG's planning area. The pavement baseline numbers are based on the federal metric, which uses rideability, cracking percentage, rutting, and faulting condition data. For bridges, data is based on the National Bridge Inventory (NBI) measure and is calculated as a percentage of total system deck area.

**Table 2: Baseline Condition Data**

	SCDOT Baseline		Lower Savannah COG Baseline	
	% Good	% Poor	% Good	% Poor
<b>Pavements</b>				
Interstate	61.4%	1.7%	72.5%	0.0%
Non-Interstate	10.3	2.6	2.6	22.6
<b>NHS</b>				
<b>Bridges</b>				
NHS	41.6	4.2	42	11.5



## **Pavements**

SCDOT implements a combination of pavement investment strategies based on system conditions, funding, and risk. The current policy of SCDOT is to allocate funding to the different pavement strategies based on the ratio of pavements eligible for that type of strategy. The three strategies SCDOT follows are:

- Pavement preservation, which emphasizes performing preventative maintenance activities that keep “good” roads “good” for an extended period of time
- Pavement rehabilitation, which enhances pavement structure and restores heavily deteriorated pavements by using restoration, resurfacing, and recycling strategies to modernize and extend pavements’ service life and returning the pavements to a good condition
- Pavement reconstruction/replacement, which is used on heavily deteriorated subgrades and involves the replacement of the entire existing pavement structure with an equivalent or increased pavement structure.

Due to SCDOT owning and maintaining all but 4.2 centerline miles of the NHS in South Carolina, and collecting condition data for the entire NHS, almost all infrastructure improvement projects are developed and managed by SCDOT. However, because SCDOT does not currently have an off-interstate NHS widening program, it depends on coordination and efficient collaboration with Lower Savannah COG and other COGs and MPOs within the State of South Carolina.

The following table outlines 2- and 4-year statewide targets SCDOT established for its interstate and non-interstate NHS pavement systems. These targets are projected conditions of the respective systems during 2020 and 2022. SCDOT developed its targets by modeling the deterioration of its pavement assets and projecting pavement condition improvements based on planned and programmed preservation, rehabilitation, and reconstruction/replacement projects that will be completed and have updated condition data collected within the 2- and 4-year timeframes. Lower Savannah COG agrees to adopt and support SCDOT’s statewide targets by agreeing to plan and program projects that SCDOT has identified in its area in its LRTP and Transportation Improvement Plan.

***Table 3: Pavement 2- and 4-Year Performance Targets***

<b>Measure</b>	<b>2-year Target</b>	<b>4-year Target</b>
% of Interstate Pavements in Good Condition	N/A	71.0%
% of Interstate Pavements in Poor Condition	N/A	3.0%
% of non-Interstate NHS Pavements in Good Condition	14.9%	21.1%
% of non-Interstate NHS Pavements in Poor Condition	4.3%	4.6%

## **Bridges**

Similar to pavements, SCDOT owns and maintains most of the federal-aid eligible bridges on the South Carolina Highway System. SCDOT adopts cost-effective bridge investment strategies, such as bridge preservation, which includes

preventative condition-driven maintenance and bridge replacement as integral components of its bridge asset management program. Preservation strategies including painting, deck patching, and sealing expansion joints. This approach enables SCDOT to address structurally deficient bridges while also ensuring that bridges in good condition are effectively preserved to delay a higher cost of rehabilitation or replacement down the line. The three strategies SCDOT follows are:

- **Halt the decay of the State’s bridge system condition:** SCDOT’s priority is to stop the deterioration of the overall bridge system condition.
- **Reduce the number of structurally deficient bridges:** Structurally deficient bridges present uncertainty in the smooth operation of a transportation system. SCDOT’s goal is to replace or upgrade all of its structurally deficient bridges on the interstate and NHS Primary systems by FY 2027. These networks carry about 56 percent of all the daily vehicle miles traveled in the State. Including bridges already programmed, SCDOT intends to repair or replace 465 structurally deficient bridges on the NHS.
- **Target load-restricted bridges:** This strategy will direct investments towards bridges designated as load restricted. Most of these bridges are currently located on the primary and secondary roadway system. System operation is negatively impacted by these load-restricted bridges. SCDOT understands that some of these bridges are located on strategic freight routes leading to adverse impacts on business operations in South Carolina. SCDOT intends to replace 348 load restricted bridges through FY 2027.

The following table outlines 2- and 4-year statewide targets SCDOT established for its NHS bridge systems. These targets are projected conditions of the respective systems during 2020 and 2022. SCDOT developed its targets by modeling the deterioration of its bridge assets and projecting bridge condition improvements based on planned and programmed bridge replacement projects that will be completed and have updated condition data collected within the 2- and 4-year timeframes. Lower Savannah COG agrees to adopt and support SCDOT’s statewide targets by agreeing to plan and program projects that SCDOT has identified in its area in its LRTP and Transportation Improvement Plan.

**Table 4: Bridge 2- and 4-Year Performance Targets**

Measure	2-year Target	4-year Target
% of NHS Bridges in Good Condition	42.2%	42.7%
% of NHS Bridges in Poor Condition	4.0%	6.0%

## SYSTEM RELIABILITY

The Federal Highway Administration developed three measures to track travel reliability on the road -interstate NHS; and an index of truck travel time reliability. These measures collectively report reliability of the NHS network as required by MAP-21. FHWA provides data to States and MPOs through the National Performance Management Research Data Set, which is managed by the University of Maryland Center for Advanced Transportation Technology (CATT) Laboratory through its Regional Integrated Transportation Information System (RITIS).

For purposes of the interstate and non-interstate NHS reliability measures, level of travel time reliability is defined as the ratio of the 80<sup>th</sup> percentile travel time of a reporting segment to a “normal” travel time (50<sup>th</sup> percentile). The truck travel time reliability index is generated by dividing the 95<sup>th</sup> percentile travel time by the normal travel time (50<sup>th</sup> percentile) for each segment. In all cases, segments are weighted by length and by an average vehicle occupancy factor for the area. Table 5 outlines baseline reliability data for the State and Lower Savannah COG for 2017.

**Table 5: 2017 System Reliability Baseline Data**

	<b>% of Person-Miles Traveled on the Interstate that Are Reliable</b>	<b>% of Person-Miles Traveled on the non-Interstate NHS that Are Reliable</b>	<b>Truck Travel Time Reliability Index</b>
State 2017 Baseline Data	94.8%	89.8%	1.34
Lower Savannah COG 2017 Baseline Data	100.0	96.8	1.17

SCDOT staff explored the relationship between reliability and other data measures such as vehicle miles traveled to develop a model that predicts system reliability in 2- and 4-year periods. The methodology also examined the effect of construction projects on the NHS and completion of any widening projects within the timeframe. Table 6 outlines statewide reliability targets for South Carolina based on this analysis. Lower Savannah COG agrees to adopt and support SCDOT’s statewide targets by agreeing to plan and program projects that SCDOT has identified in its area in its LRTP and Transportation Improvement Plan.

**Table 6: System Reliability 2- and 4-Year Targets**

<b>Measure</b>	<b>2-year Target</b>	<b>4-year Target</b>
% of Person-Miles Traveled on the Interstate that Are Reliable	91.0%	90.0%
% of Person-Miles Traveled on the non-Interstate NHS that Are Reliable	N/A	81.0%
Truck Travel Time Reliability Index	1.36	1.45



## System Reliability Strategies

Lower Savannah COG is committed to improving mobility and system reliability on South Carolina's off-Interstate NHS, which is vital to the state's economic competitiveness and quality of life. The transportation network capacity has not been able to keep pace with the increased growth in travel and commerce. The resulting congestion makes travel times longer and arrival times less predictable for both passengers and freight haulers. The Federal Highway Administration has identified seven (7) root causes for transportation system congestion:

1. *Physical Bottlenecks*—insufficient capacity in the system to handle the volume without delays.
2. *Fluctuations in Normal Traffic Volume*—especially in regard to highways, some days of the week see much higher traffic volumes than others.
3. *Incidents*—breakdowns or accidents on the highway, rights-of-way, and runways can delay traffic.
4. *Weather*—can lead to changes in driver behavior that affect traffic flow.
5. *Special Events*—create surges in demand on the system that are significantly greater than usual.
6. *Work Zones*—repair or maintenance work on highways, railways, airports, or port facilities can reduce the ability of the system to handle normal traffic volumes.
7. *Traffic Control Devices*—interruptions from railroad crossings, drawbridges, poorly timed traffic lights, etc. can cause delays that impact travel reliability [USDOT FHWA 2005a].

Based on LSCOG's system reliability baseline data provided by SCDOT in Table 5, the COG is already meeting the 4-year target for the measure of reliability of % of persons-miles traveled on the non-Interstate NHS as reflected in Table 6. The COG will continue to be mindful of implementing policies, studies and projects for programming into the TIP in order to ensure that off-Interstate NHS reliability is being met, as SCDOT does not have a program to address this measure, which could include capacity widening projects and other congestion management measures.



## **GOALS: LOWER SAVANNAH REGION**

As established by the Advisory and Policy committees, the long-range transportation goals for the Lower Savannah region are listed below:

1. Continue to work with SCDOT in corridor analysis – identifying deficiencies, barriers and potential solutions to facilitate development of inter- and intra-regional improved multilane access to the interstate highway system.
2. Support community participation and encourage involvement of local government and citizens in transportation policy & recommendations and project priority ranking.
3. Assist local governments with transportation and land use planning.
4. Coordinate transit efforts through the Lower Savannah RTMA, including the implementation of a multi-year action plan and detailing the responsibilities of participating entities.
5. Support efforts of growth management and planning of significant economic development corridors.
6. Support and assist in development of freight mobility projects such as intermodal transfer stations; evaluate existing intermodal facilities and distribution centers to determine efficient ways to accommodate freight and delivery of goods.
7. Support and develop safety related projects such as roadway improvement for high accident locations and construction of sidewalks and bicycle paths on congested corridors.
8. Support land use, zoning, design and road standards, and development conditions that improve safety, transit access and nonmotorized travel.
9. Maintain an updated GIS database of transportation facilities, transportation trends and forecasts, priority improvements, demographics and economic development indicators.
10. Work with SCDOT and ARTS MPO to develop a non-attainment area program consistent with the National Ambient Air Quality Standards (NAAQS) and the state's air quality plans.

## **LONG RANGE TRANSPORTATION PLAN (LRTP)**

The FAST Act mandates that the state have a Long Range Transportation Plan (LRTP) for the rural regions in the state (which includes all areas outside of MPOs). All COGs in South Carolina partner with SCDOT to produce regional long range transportation plans that are compliant with FAST Act and serve as both state and regional rural transportation planning tools. The LSCOG LRTP provides a financially constrained 25-year vision of future transportation improvements. LSCOG considers a minimum of seven elements in its long-range plan: system upgrades, intersections, safety, maintenance/resurfacing, signalization, mass transit, and bike and pedestrian facilities. Potential projects are ranked and recommended by the TAC to the LSCOG Board based on funding availability.



The LSCOG 2045 LRTP was adopted in April 2020, and will be updated every 5 years to reflect changing conditions and new planning principals. The 2020 plan established goals and objectives which form the basis for the initial evaluation of projects submitted for the TIP. The process of undertaking major transportation studies, identifying short and long-range needs and targeting major growth areas in the LSCOG region for intensive study has strengthened subsequent programming for the TIP. The entire planning/programming/implementation process is clear-cut and documented and involves input by federal, state, and local governments and the public in the early planning stages, and carries through into TIP programming.

### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The 2021-2027 TIP for the LSCOG region is a seven-year program of transportation capital projects together with a six-year estimate of transit capital and maintenance requirements. The TIP will be updated as needed, but at least biennially. The LSCOG TIP will do the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and receiving any Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;
2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes from past TIPs;
3. Create an implementation timeline for projects;
4. Include realistic estimates of total costs and revenue for the program period;
5. List major projects from previous TIPs that were implemented and identify any major delays in planned implementation.

### **Title VI Compliance**

Investments made in the TIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statutes enacted pertaining to environmental justice, are critical to regional planning and programming decisions.



The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.
- The decision process by which new projects are selected for inclusion in the TIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

### **Financial Constraint**

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2021-2027 TIP, LSCOG has taken into consideration the transportation funding revenues expected to be available during the six years of the TIP, and has found the 2021-2027 TIP to be financially constrained.

Should an action occur in the future that significantly affects the funding of programmed projects in the TIP, LSCOG along with its partners and the project sponsors would review the actual impact to the TIP. Appropriate action, such as a possible TIP amendment, addressing the funding of the affected projects would be taken at that time.

### **TIP Period**

The number of years of programming included in the TIP varies by funding source. In the case of some projects, carryover funding from prior TIPs is included and notes as “previous TIP(s) carryover funding.” In some cases, estimated funding for projects in future years (the estimated out years of FY 2028-2029) is included for information.

### **Public Participation Process**

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and it is required by numerous State and Federal laws. Such legislation underscores the need for public participation, calling on COGs such as the LSCOG to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other interested parties





with a reasonable opportunity to participate and comment on transportation plans and programs. LSCOG has adopted a Public Participation Plan, which can be found in Appendix B.

## **Public Transportation**

In general, the transit projects included in the TIP are operational projects that will maintain transit operations and reduce operating costs within the urbanized and rural area. Emphasis has been placed on those projects that will increase the efficiency and effectiveness of the existing levels and quality of transit service provided within the LSCOG region. With the passage of the ADA of 1991 progress was accelerated toward a comprehensive demand responsive transit network. LSCOG has a Public Transit Coordination Plan that is fully compliant and has been accepted by the FTA.

## **TIP AMENDMENT PROCESS AND PROCEDURES**

### **Changes to the TIP**

The TIP is a living document and requires modifications as project information changes. Modifications are defined as Amendments and Corrections:

#### **Amendments**

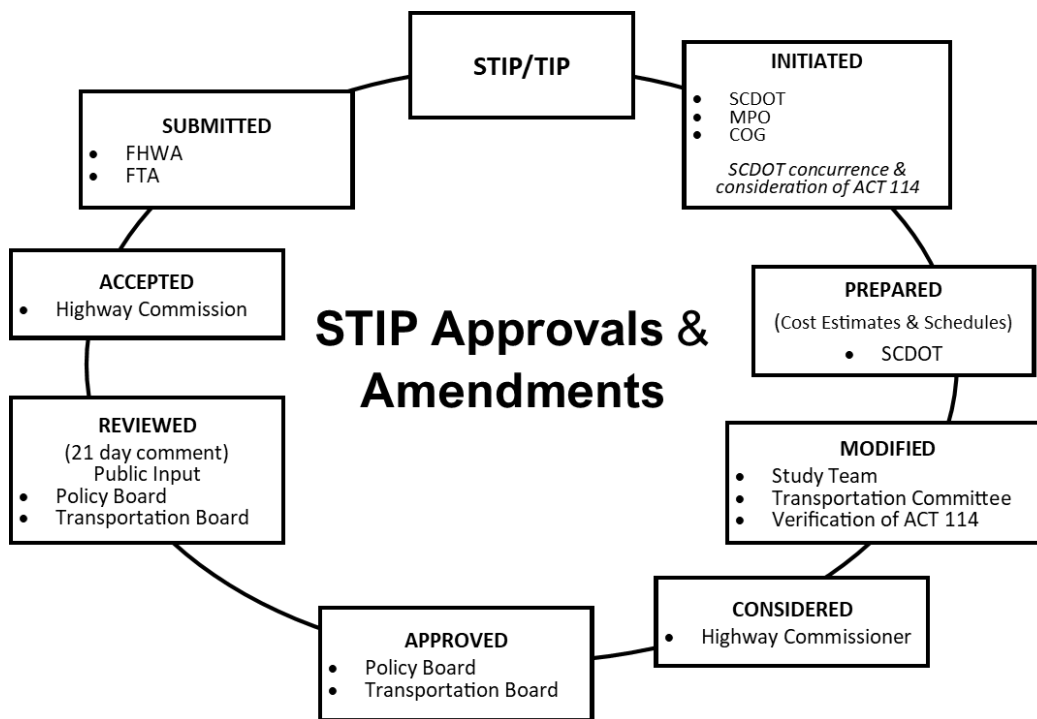
TIP amendments are major updates that require public participation, SCDOT Commission approval, re-demonstration of fiscal constraint or conformity determination (for non-exempt projects in non-attainment or maintenance areas).

- Addition or deletion of a project;
- Major change in project cost, shifting a phase of work, design concept, or scope

#### **Corrections**

TIP corrections are minor updates that do not require public participation or SCDOT Commission approval, does not require re-demonstration of fiscal constraint, or conformity determination (in non-attainment or maintenance areas).

- Minor changes to project phase or cost;
- Minor changes to funding sources of previously included projects



Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval. These changes, or amendments, are not routine. LSCOG will consider such amendments when the circumstances prompting the change are compelling.

Proposed changes will be reviewed by LSCOG staff before any actions are considered. All changes must follow LSCOG policies on the Public Participation Process. Changes must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with federal Title VI requirements. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program involved.

Once new projects proposed for funding are identified, and the funding committed, staff initiates the process to amend the projects and project funding in the TIP. All rules for amending the projects in the TIP are followed (Public Participation Process, Title VI requirements, LRTP consistency, financial constraint, etc.).

All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the TIP. These projects may be added to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development and approval.



## **CONCLUSION**

The proactive cooperation of the LSCOG local member governments and the LSCOG staff will continue to contribute to better transportation infrastructure and mobility in the LSCOG region. With the completion of the projects contained in the TIP, the region can look forward to improved connectivity between modes, improved mobility, as well as improved infrastructure.



## TIP TERMS

**Bridge Program** – Funding for projects that address structurally deficient or functionally obsolete bridges on the federal-aid system, with a portion of the funding required for use on bridges typically not eligible for federal funding (off- system). Includes rehabilitation and replacement of bridges. Bridge Program funds typically require a 20% match.

**Congestion Mitigation and Air Quality (CMAQ)** – Funding for projects that demonstrate reductions in ozone and particulate matter pollutants. Funding is used for projects within EPA designated non-attainment areas, as well as incident response services in Beaufort, Charleston, Columbia, Florence, Grand Strand/Myrtle Beach, Rock Hill, and Greenville/Spartanburg urban areas. Incident responders make minor repairs to disabled vehicles, assist with traffic control and incident management, and provide first aid until emergency medical service arrives. CMAQ funds typically require a 20% match.

**Interstate Program** – Funding for resurfacing and other maintenance activities, interstate and interchange reconstruction, ramp modifications, and mainline widening, as well as Intelligent Transportation System (ITS) technology that provides the traveling public advanced notification of travel conditions and options for alternative routing. Interstate Program funds typically require a 10% or 20% match depending on the project type.

**Pavement and Reconstruction Program** – Funding for resurfacing of Primary Routes (US and SC) and state secondary routes eligible for federal funding. Funding is divided between three categories of improvements including reconstruction, rehabilitation and preservation. Pavement and Reconstruction funds typically require a 20% match.

**Recreational Trails (RTP)** – Funding used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. The RTP is administered by the South Carolina Parks Recreation and Tourism.

**Safety** – Funding for projects in locations that have a statistically higher than average collision rate and/or severity rate that considers fatalities, injuries, and property damage. The Safety Program is comprised of the following categories:

- Intersection Improvements – Realignments, turn lanes, signalization
- Corridor Improvements – Spot improvements along segments of roadway
- Low Cost Intersection Improvements - Fluorescent signing, reflective sign post panels, additional signage, oversize stop signs, and remarking/re-striping
- Railroad Improvements – Safety enhancements to rail crossings
- Interstate Safety Improvements – Resurfacing (open-graded friction course), extending an acceleration/deceleration lanes, clearing, and signing and marking improvements

**State Infrastructure Bank (SIB)** – Provides state funding for significant transportation projects. The State Infrastructure Bank was established by the South Carolina General Assembly in 1997 to select and assist in financing major qualified projects by providing loans and other financial assistance.

**System Upgrade Program (Guideshare)** – Funding made available by the SCDOT Commission to address MPO and COG priorities, such as intersections, road widening, and new road construction. System Upgrade funding typically requires a 20% match.



**Transportation Alternatives Program** – Funding for bike and pedestrian projects selected by Transportation Management Areas (TMAs) in the urbanized areas over 200,000 in population and by the SCDOT Commission for non- TMA areas. Transportation Alternatives funds typically require a 20% match.

**Planning Program** - Funding for Metropolitan Planning Organizations (MPOs) and SCDOT for eligible planning related projects and activities. The following **Federal Transit Administration (FTA) Mass Transit** funding program references are identified in the TIP for each project:

Section 5305(d): Metropolitan Planning Program  
Flexed to combine with FHWA/PL program - planning

Section 5305(e): State Planning and Research Program  
(20% match planning)

Section 5307: Urbanized Area Formula Program  
(20% match capital, 50% match operating)

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program  
(20% match – capital, 50% match operating)

Section 5311: Formula Grants for Rural Areas Program  
(20% match administrative & capital, 50% match operating)

Section 5311(b)(3): Rural Transit Assistance Program  
(no match required, statewide training & technical assistance only)

Section 5311(c)(2): Appalachian Development Public Transportation Assistance Program  
(20% match administrative & capital, 50% match operating for FTA-identified Appalachian Regions)

Section 5339: Bus and Bus Facilities Formula Program  
(20% match – capital only)

**Federal Highway Administration (FHWA)** - The agency of the USDOT that administers the federal program of financial assistance to state departments of transportation. The Eastern Federal Lands Division (EFLHD) develops transportation projects within Federal Lands. The website, <http://flh.fhwa.dot.gov/programs/flpp/tip-efl.htm>, references projects that have been identified by the EFLHD.

**Federal Transit Administration (FTA)** - The agency of the USDOT that administers financial assistance to public transit.

**Intelligent Transportation Systems (ITS)** - Technology to better manage traffic and transit resources, increase the capacity capabilities of existing highways and enhance safety.

**Moving Ahead for Progress in the 21st Century (MAP-21)** - Provides federal funds for surface transportation programs nationally at over \$105 billion for fiscal years (FY) 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005.



**Fixing America's Surface Transportation Act (FAST Act)** - The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

**National Highway System (NHS)** - Created by federal transportation legislation in 1991 (ISTEA) the "National Highway System" consisting of the interstate highway system and other primary highways. The NHS funding category has been established to support improvement projects on the network.

**State Implementation Program (SIP)** - A plan produced by the state environmental agency and mandated by the Clean Air Act to monitor, control, maintain, and enforce compliance with the national air quality standards. The SIP provide air quality thresholds that must be considered during the long-range transportation planning process for non-attainment areas.

**Transportation Improvement Program (TIP)** - A document prepared by a metropolitan planning organization or Council of Governments that lists federally funded projects and other projects of regional significance within their planning area over a minimum of four years.

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# Guideshare Projects

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## AIKEN COUNTY GUIDESHARE PROJECTS

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	2021-2027 Project Cost	FY 2028 +
Description	Rank												
<b>Safety Corridor 1: SC 230 (W Martintown Rd) I-20 to Edgefield County Line</b>	<b>1</b>	System Upgrade	STP				100 P		25 R 500 C			625	
<b>Intersection Improvements - SC 4 (Salley Rd) at SC 302 (Wagener Rd)</b>		System Upgrade		150 R 200 C									
<b>Intersection Improvements - SC 125 (Atomic Rd) at S-62 (N. Silverton St)</b>		System Upgrade		200 R 880 C									
<b>Intersection Improvements - I-20 at Bettis Academy (S-144) (Exit 11)</b>		Bridge Rehab		210 1,950 C									
<b>Widening Corridor 3</b> SC 191, SC Ascauga Lake Rd (S-33) to Trolley Line Rd (S-80)	<b>5</b>									400 P			300 R 3,000 C



## ALLENDALE COUNTY GUIDESHARE PROJECTS

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	2021-2027 Project Cost
Description	Rank											
<b>US 278 (Allendale Fairfax Hwy) &amp; US 321 (Hampton Ave)</b> - Town of Fairfax Intersection Improvement	6	System Upgrade	NHPP TAP*	250 P 150 R 309 C 3,648 C*								3,107
<b>SC 125 (W Railroad Ave) &amp; S-22 (Bluff Rd)</b> - Town of Allendale Intersection Improvement		System Upgrade	STP	200 P 200 R 1,100 C								
<b>SC 125 (Augusta Hwy) &amp; SC 3 (River Rd)</b> - E of Martin Intersection Improvement		System Upgrade	STP	150 P 200 R 400 C								
<b>US 278 (Barnwell Rd) &amp; S-22 (Bluff Rd)</b> - N of Allendale Intersection Improvement		System Upgrade	STP	150 P 100 R 1,500 C								
<b>US 278 From S-519 (Jennings Rd) to S-39 (Big Fork Rd)</b> Operational Improvements		System Upgrade	STP	430 P 150 R 4,673 C								
<b>US 301 (Burton's Ferry Hwy) University Mile From SC 125/US 278 (Augusta Hwy/E Railroad Ave) to SC 641 (Confederate Hwy)</b> - Town of Allendale Operational Improvements		System Upgrade TAP	STP TAP	1,650 C 565 TAP								



## BAMBERG COUNTY GUIDESHARE PROJECTS

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	2021-2027 Project Cost
Description	Rank											
<b>US 78/S-60 (Calhoun Street)</b> Intersection Improvement		System Upgrade	NHPP	200 P 205 C								
<b>US 78(Phase II)</b> - Denmark to Bamberg Operational Improvements		System Upgrade	NHPP	150 P 150 R 2,500 C								

It should be noted that a longstanding project was completed in late 2015/early 2016. The US 78/US 321 Intersection Improvement and Streetscape project in the Town of Denmark had a final ribbon cutting on April 2<sup>nd</sup>, 2016. The project final cost was \$2.2M (PE and C). Additionally, US 78 (Phase I) Operational Improvement in Denmark was completed in FY 2013-2014. The construction cost was \$1.880M. Phase II is a continuation of Phase I.



## BARNWELL COUNTY GUIDESHARE PROJECTS

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	2021-2027 Project Cost
Description	Rank											
US 78/SC 39 Intersection Improvement		System Upgrade	STP	176 R 982 C								1,158
US 278&SC 3/US 278& 300- Intersection Improvement		System Upgrade	STP	200 P 500 R 2,100 C								
SC 3 (Marlboro Ave) from SC 70 (Main St) to S-506 (South of S-169/Ashleigh Rd) Operational Improvement	18	TAP						500 C				500 T
		System Upgrade	STP	300 P		650 R		3,000 C				3,650



## CALHOUN COUNTY GUIDESHARE PROJECTS

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	2021-2027 Project Cost
Description	Rank											
US 176/SC 6 East and West - Intersection Improvement		System Upgrade	STP	88 R 2,198 C								

This project is estimated to be complete by late summer 2016. SCDOT construction staff has requested to use a portion of surplus funding to pave approximately 1,700 linear feet between the two intersections, and to include two foot paved shoulders in an effort to provide a cleaner/more finished look for the completed project.



## ORANGEBURG COUNTY GUIDESHARE PROJECTS

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	2021-2027 Project Cost
Description	Rank											
SC 4 (Stonewall Jackson Blvd) from S-824 (Airport Rd) to US 601 (John C Calhoun Dr) Operational/Shoulder Improvement (P030307)	15	System Upgrade				170 R	1,000 C					1,170
US 21/US 178 BP (Chestnut St) from SC 33 (Russell St) to US 601 (Magnolia St) (City of Orangeburg) Operational/Shoulder Improvement (P030267)	21	System Upgrade		150 P 194 R	8,250 C 1,000 C							9,125
US 21 – Joe Jeffords Widening US 178 to US 301 (P040019)	1			1250 P				500 R	8,735 C			9,235
Safety Intersection 1 US 21/US 21 Conn	1						125 PE	10 R	990 C			1,125
Geometric Intersection 1 US 601/Cook Rd	1						50 PE	25 R	750 C			825
Widening Corridor 1 SC 6 I-95 to US 15 Conn	1						500 P		700 R		3,500 C	4,700

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 225	FY 2026	FY 2027	FY 2028+
Description	Rank											
Geometric Intersection 2 US 178/Willington Dr	2								200 P			300 R 1,500 C
Safety Corridor 2 US 301 (John Calhoun/Five Chop) Woodbine Dr to US 21 BP/US 178 BP US 601 (Magnolia St) to US 301 (Five Chop Rd)	2								350 P		500 R	
US 78 from US 21 (Freedom Rd) to L-1632 (Sub Rd) - Operational Improvement	2	System Upgrade	STP	150 P 250 R	1,300 C							
US 601/S-1099 (Magnolia St/Zan St) & NFS RR Realignment - Intersection Improvement		System Upgrade	STP	500 C								
SC 210 (Bowman Branch Hwy) & S-80 (Cattle Creek Rd) Intersection Improvement	2	System Upgrade	STP	150 P 5 C								
US 301 (Five Chop Rd) & SC 267 (Tee Vee Rd) - Intersection Improvement	2	System Upgrade	NHP STP/Safety	150 P 75R 875 C								



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# Non-Guideshare Projects

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Project Name: US 301 Bridge Rehab									
		Description: US 301 over Savannah River							
Major Route: US 301							Length (Miles):		
Minor Route:									
County: Allendale							Program Type: Bridge Rehab		
Funding:									
		Remarks:							
Estimated Obligated Costs in \$ Thousands									
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	5,930								
ROW				50					
CONST						35,531			
TOTAL									

**Project Name: S-66 over Lower Three Run Creek (P039350)**

		Description: Bridge Replacement							
Major Route: S-66						Length (Miles):			
Minor Route:									
County: Allendale						Program Type: Bridge Replacement			
Funding: \$									
		Remarks:							
Estimated Obligated Costs in \$ Thousands									
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	1,000								
ROW				50					
CONST					3,300				
<b>TOTAL</b>									

Project Name: US 278 at US 321									
		Description: Intersection Improvement							
Major Route:							Length (Miles):		
Minor Route:									
County: Allendale							Program Type: System Upgrade		
Funding: \$									
		Remarks:							
Estimated Obligated Costs in \$ Thousands									
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW		150							
CONST		309 3,648 (TAP)							
TOTAL									3,107

**Project Name: Allendale County Pavements**

Description:

Major Route:

Length (Miles):

Minor Route:

County: Allendale

Program Type:

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST	1,537	821	1,149	1,149	1,149	1,149	1,149	1,149	
<b>TOTAL</b>									

Project Name: US 278 Bridge Replacement								
Description: US 278 over Three Runs Creek								
Major Route: US 278					Length (Miles):			
Minor Route:								
County: Aiken					Program Type: Bridge Replacement			
Funding: \$								
Remarks:								
Estimated Obligated Costs in \$ Thousands								
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE								
ROW								
CONST	4,590							
TOTAL								

**Project Name: Aiken County Pavements**

Description:

Major Route:

Length (Miles):

Minor Route:

County: Aiken

Program Type:

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST	7,386	3,942	5,519	5,519	5,519	5,519	5,519	5,519	
<b>TOTAL</b>									

**Project Name: US 1 Bridge Replacement**

Description: US 1 at South Edisto River

Major Route: US 1

Length (Miles):

Minor Route:

County: Aiken

Program Type: Bridge Replacement

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE								
ROW	197							
CONST	5,572							
<b>TOTAL</b>								



Project Name: I-20 Bridge Over South Edisto River (P030395)								
Description: Bridge Replacement								
Major Route: I-20 WB					Length (Miles):			
Minor Route:								
County: Aiken					Program Type: Bridge Replacement			
Funding: \$								
Remarks:								
Estimated Obligated Costs in \$ Thousands								
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	3,800							
ROW					100			
CONST					23,371			
TOTAL								

<b>Project Name: S-733 (Cary Dr.) over Unnamed Stream (PIN: 038750)</b>										
Description: S-733 (Cary Dr.) over unnamed Stream – Closed and Load Restricted Bridge Year 4 – Off-System										
Major Route:							Length (Miles):			
Minor Route:							Program Type: Bridge Replacement			
County: Aiken										
Funding: \$										
Remarks:										
Estimated Obligated Costs in \$ Thousands										
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028+	Total Project Costs
PE				1,350						
ROW						35				
CONST									2,800	
<b>TOTAL</b>										

**Project Name: SC-4 Bridge Replacement over the South Edisto (PIN: 040306)**

Description: Bridge replacement of SC-4 (Wagener Road) over the South Edisto River in Aiken County. This is the Emergency Bridge 2021-1 design build project.

Major Route:

Length (Miles):

Minor Route:

County: Aiken

Program Type: Bridge Replacement

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE		806							
ROW		201.6							
CONST		12,099.9							
<b>TOTAL</b>									

**Project Name: SC 70 Over Little Salkehatchie River**

Description: Bridge Replacement

Major Route: SC 70

Length (Miles):

Minor Route:

County: Bamberg

Program Type: Bridge Replacement

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	3,394							
ROW								
CONST								
<b>TOTAL</b>								

**Project Name: US 301 over South Edisto River Bridge Replacement**

Description: Bridge Replacement

Major Route: US 301

Length (Miles):

Minor Route:

County: Bamberg

Program Type: Bridge Replacement

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE								
ROW		50						
CONST			10,640					
<b>TOTAL</b>								

## Project Name: Bamberg County Pavements

Description:

Major Route:

Length (Miles):

Minor Route:

County: Bamberg

Program Type:

Funding: \$

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST	2,054	1,096	1,534	1,534	1,534	1,534	1,534	1,534	
<b>TOTAL</b>									

**Project Name: S-439 over Bobcat Landing Road (PIN: P038101)**

Description: Bridge Replacement

Major Route: S-439

Length (Miles):

Minor Route:

County: Bamberg

Program Type: Bridge Replacement

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	950							
ROW	55							
CONST			1,605					
<b>TOTAL</b>								

**Project Name: S-385 (Little Swamp Road) over Smith Branch (PIN: 038268)**

**Description:** Bridge Replacement on S-385 over Smith Branch

**Major Route:** S-385

**Length (Miles):**

**Minor Route:**

**County:** Bamberg

**Program Type:** Bridge Replacement

**Funding:** \$

**Remarks:**

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	850							
ROW		25						
CONST			1,205					
<b>TOTAL</b>								



**Project Name: S-77 Bridge Replacement over Lemon Swamp (PIN: 038269)**

**Description:** Bridge Replacement along S-77 over Lemon Swamp

**Major Route:** S-77

**Length (Miles):**

**Minor Route:**

**County:** Bamberg

**Program Type:** Bridge Replacement

**Funding:** \$

**Remarks:**

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	850							
ROW			25					
CONST			1,205					
<b>TOTAL</b>								

## Project Name: Barnwell County Pavements

Description:

Major Route:

Length (Miles):

Minor Route:

County: Barnwell

Program Type:

Funding: \$

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST	2,634	1,406	1,968	1,968	1,968	1,968	1,968	1,968	
<b>TOTAL</b>									

## I-26 Corridor Improvement from near Exit 136 to Exit 145 (P041362)

Description:

Major Route: I-26

Length (Miles): 9

Minor Route:

County: Calhoun

Program Type: System Upgrade

Funding: \$

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Funds	ACC	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	AC			10,000						
PE	NHP			9,000						
PE	NHP	✓			10,000					
ROW	NHP					5,000				
CONST										
<b>TOTAL</b>										

Project Name: Calhoun County Pavements									
Description:									
Major Route:						Length (Miles):			
Minor Route:									
County: Calhoun						Program Type:			
Funding: \$									
Remarks:									
Estimated Obligated Costs in \$ Thousands									
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST	1,434	765	1,071	1,071	1,071	1,071	1,071	1,071	
TOTAL									

<b>Intersection Improvement US 21 (Columbia Rd)/SC 172 (Bull Swamp Rd)/SC 6 (Caw Caw Hwy) P041025</b>										
Description:										
Major Route:								Length (Miles):		
Minor Route:										
County: Calhoun								Program Type:		
Funding: \$										
Remarks:										
Estimated Obligated Costs in \$ Thousands										
	Funds	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	HSP			200						
ROW	HSP				75					
CONST	HSP					2,000				
TOTAL										

**Project Name: S-397 Catalina Blvd over Bull Swamp (P038618)**

Description: Bridge Replacement

Major Route: S-397

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Bridge Replacement

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	1,100								
ROW				5					
CONST					1,800				
<b>TOTAL</b>									

**Project Name: Orangeburg County Pavements**

Description:

Major Route:

Length (Miles):

Minor Route:

County: Orangeburg

Program Type:

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST	4,286	2,287	3,201	3,201	3,201	3,201	3,201	3,201	
<b>TOTAL</b>									

Project Name: Pedestrian Walkway @ SCSU								
Description: Pedestrian walkway at South Carolina State University in Orangeburg								
Major Route:					Length (Miles):			
Minor Route:								
County: Orangeburg					Program Type: Earmark			
Funding: \$2,583,000								
Remarks: FY 2004 & FY 2005 Appropriation Earmark								
Estimated Obligated Costs in \$ Thousands								
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE								
ROW								
CONST	400 TAP							
TOTAL								1,483



**Project Name: I-95/US 301 Interchange Improvements**

**Description:** I-95/US 301 Interchange Improvement

**Major Route:** I-95

**Length (Miles):**

**Minor Route:** US 301

**County:** Orangeburg

**Program Type:** Earmark

**Funding:** \$32,579,000

**Remarks:** This project consists of three separate earmarks.

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE								
ROW								
CONST								
<b>TOTAL</b>	<b>23,525</b>							

## Project Name: City of Orangeburg RR Intersection Improvement

**Description:** City of Orangeburg RR Relocation (US 601 (Magnolia St) and Zan St)

**Major Route:** US 601

**Length (Miles):**

**Minor Route:** Zan St

**County:** Orangeburg

**Program Type:** Earmark

**Funding:** \$2,788,000

**Remarks:** This project consists of three separate earmarks.  
\$600K in Guidesshare for shoulder improvements (B/P)

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	450							
ROW	400							
CONST								
LSCOG:	600							
Earmark:	1,888							
Oburg CTC:	500							
<b>TOTAL</b>								

**Project Name: US 301 Bridge Replacement (0040308)**

Description: US 301 at Four Hole Swamp Bridge

Major Route: US 301

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Bridge Replacement

Funding: \$2,738,000

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE								
ROW								
CONST			22,700					
<b>TOTAL</b>								

Project Name: US 301 Bridge Replacement								
Description: US 301 over N Edisto River & Swamp								
Major Route: US 301					Length (Miles):			
Minor Route:								
County: Orangeburg					Program Type: Bridge Replacement			
Funding:								
Remarks: Orig US 301/SC 33 intersection project								
Estimated Obligated Costs in \$ Thousands								
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	3,400							
ROW		1,000						
CONST			21,697					
TOTAL								

**Project Name: US 301 Bridge Replacement (030256)**

Description: US 301 NB over Snake Swamp

Major Route: US 301

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Bridge Replacement

Funding:

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	2,390							
ROW		100						
CONST			8,755					
<b>TOTAL</b>								

## Project Name: US 176 Bridges over Dean Swamp

Description: US 176 Bridge projects over Dean Swamp in the BCDCOG and LSCOG region

Major Route: US 176

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Bridge Replacement

Funding:

Remarks:

US 176 bridges over Dean Swamp in the BCD and LS COG region will be consolidated into one entry in STIP. Projects will be developed and let together as one project. The amounts of the two individual projects are being summed for the new total.

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	1,508							
ROW	56							
CONST	8,728							
<b>TOTAL</b>								

**Project Name: SC 3 (Capital Way) at SC 389 (Ninety Six Rd) Safety Improvement**

**Description:** Intersection Safety Project

**Major Route:** SC 3

**Length (Miles):**

**Minor Route:** SC 389

**County:** Orangeburg

**Program Type:** Safety Office

**Funding:** \$

**Remarks:** 4.5 miles NE of Town of Salley

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE								
ROW								
CONST	985							
<b>TOTAL</b>								

<b>Project Name: I-26 Pavement Rehab (Mile Marker 149 to Mile Marker 172)</b>								
<b>Description: Interstate Pavement Rehab</b>								
<b>Major Route: I-26</b>					<b>Length (Miles): MM 149 to MM 172</b>			
<b>Minor Route:</b>								
<b>County: Orangeburg</b>					<b>Program Type: Pavement Resurfacing</b>			
<b>Funding: \$</b>								
<b>Remarks:</b>								
<b>Estimated Obligated Costs in \$ Thousands</b>								
	<b>Prev. TIP(s)</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>Total Project Cost</b>
PE								
ROW								
CONST	57,200							
<b>TOTAL</b>								



**Project Name: I-26 Safety Improvements MP 150-180**

Description: I-26 Interstate Safety Improvements MP 150-180 Orangeburg/Dorchester Counties

Major Route: I-26

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Safety Improvements

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	50							
ROW								
CONST	5,000							
<b>TOTAL</b>								

<b>Project Name: Sumter I-95 Rest Area (NBL)</b>								
Description:								
Major Route:					Length (Miles):			
Minor Route:					Program Type:			
County: Orangeburg								
Funding: \$								
Remarks:								
<b>Estimated Obligated Costs in \$ Thousands</b>								
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	1,000							
ROW		250						
CONST			8,750					
<b>TOTAL</b>								

**Project Name: S-756 (Mack Road) over Whirlwind Creek (038265)**

**Description:** S-756 (Mack Road) Bridge Replacement over Whirlwind Creek in Orangeburg County.

**Major Route:**

**Length (Miles):**

**Minor Route:**

**County:** Orangeburg

**Program Type:**

**Funding:** \$

**Remarks:**

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	1,306							
ROW				30				
CONST					2,188			
<b>TOTAL</b>								

**Project Name: S-162 Willow Swamp Road over Willow Swamp (038263)**

**Description:** Bridge Replacement on S-162 Willow Swamp Road over Willow Swamp

**Major Route:** S-162

**Length (Miles):**

**Minor Route:**

**County:** Orangeburg

**Program Type:** Bridge Replacement

**Funding:** \$

**Remarks:**

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE	1,153							
ROW				30				
CONST					2,375			
<b>TOTAL</b>								

<b>Project Name: S-197 (One Oak Lane) Over Cow Castle Creek (038264)</b>								
<b>Description:</b> S-197 (One Oak Lane) Bridge Replacement over Cow Castle Creek								
<b>Major Route:</b> S-197					<b>Length (Miles):</b>			
<b>Minor Route:</b>					<b>Program Type:</b> Bridge Replacement			
<b>County:</b> Orangeburg								
<b>Funding:</b> \$								
<b>Remarks:</b>								
<b>Estimated Obligated Costs in \$ Thousands</b>								
	<b>Prev. TIP(s)</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>Total Project Cost</b>
PE	1,043							
ROW				30				
CONST					1,817			
<b>TOTAL</b>								

Project Name: SC 4 (Neeses Hwy) over Goodland Creek (038766)								
Description: SC 4 (Neeses Hwy) over Goodland Creek – Closed and Load Restricted Bridge – Year 4 – On-System								
Major Route: SC 4					Length (Miles):			
Minor Route:								
County: Orangeburg					Program Type: Bridge			
Funding: \$								
Remarks:								
Estimated Obligated Costs in \$ Thousands								
	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE		1,700						
ROW					50			
CONST						4,000		
TOTAL								

**Project Name: I-26 Widening MM 165 to MM 187 (I-95 Exit 169) (P038677)**

Description:

Major Route: I-26

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Interstate

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Fund	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE			6,000					
CONST	AC			173,343				
CONST	NHP			59,657	79,543*	79,543*	14,257*	
<b>TOTAL</b>								

\*=ACC

**Project Name: Bridge Replacement – I-95 NB & SC over Lake Marion**

Description:

Major Route: I-95

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Bridge

Funding: \$

Remarks:

**Estimated Obligated Costs in \$ Thousands**

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE			4,750 4,750	4,750					
ROW									
CONST					257,600 64,400	64,400	64,400	64,400	
<b>TOTAL</b>									

## US 178 (North Road) Bridge Replacement over Bull Swamp (P041440)

Description:

Major Route: US 178

Length (Miles):

Minor Route:

County: Orangeburg

Program Type:

Funding: \$

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE			2,500					
ROW					150			
CONST							13,200	
<b>TOTAL</b>								



## SC 172 (Bull Swamp Rd) Bridge Replacement over Caw Caw Swamp (P041441)

Description:

Major Route: SC 172

Length (Miles):

Minor Route:

County: Calhoun

Program Type: Bridge Replacement

Funding: \$

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE			1,400					
ROW					163			
CONST							7,700	
<b>TOTAL</b>								

## US 176 (Old State Road) Bridge Replacement over Providence Swamp (P041442)

Description:

Major Route: I-26

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Bridge Replacement

Funding: \$

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE			2,300					
ROW					150			
CONST							15,050	
<b>TOTAL</b>								

### Intersection Improvement SC 389 (John Nunn Hwy)/SC 394 (Salley Rd) P041026

Description:										
Major Route:								Length (Miles):		
Minor Route:										
County: Orangeburg								Program Type: Safety		
Funding: \$										
Remarks:										
Estimated Obligated Costs in \$ Thousands										
	Funds	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	HSP			200						
ROW	HSP				100					
CONST	HSP					2,000				
<b>TOTAL</b>										

### Operational Improvements US 21 with S-94 P041415

Description:										
Major Route:								Length (Miles):		
Minor Route:										
County: Orangeburg								Program Type: Safety		
Funding: \$										
Remarks:										
Estimated Obligated Costs in \$ Thousands										
	Funds	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	HSP				150					
ROW	HSP					50				
CONST	HSP						600			
<b>TOTAL</b>										

## SC 332 (Norway Rd) Bridge Replacement over Willow Swamp (P038788)

Description:

Major Route: SC 332

Length (Miles):

Minor Route:

County: Orangeburg

Program Type: Bridge Replacement

Funding: NON-NHS/NHP

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total Project Cost
PE			1,050					
ROW					100			
CONST							5,350	
<b>TOTAL</b>								

### I-95 Safety Improvement MM 60 – MM 90 (P041545)

<b>Description:</b>										
Major Route: I-95								Length (Miles): 30		
Minor Route:										
County: Orangeburg								Program Type: Safety		
Funding: \$										
Remarks:										
Estimated Obligated Costs in \$ Thousands										
	Funds	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	HSP									
ROW	HSP									
CONST	HSP				5,000					
<b>TOTAL</b>										

### I-95 Safety Improvement MM 90 – MM 120 (P041847)

<b>Description:</b>										
Major Route: I-95								Length (Miles): 30		
Minor Route:										
County: Orangeburg								Program Type: Safety		
Funding: \$										
Remarks:										
Estimated Obligated Costs in \$ Thousands										
	Funds	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE	HSP									
ROW	HSP									
CONST	HSP					5,000				
<b>TOTAL</b>										

## I-26 Corridor Improvement from Exit 145 (US 601 -St. Matthews Rd.) to Exit 154 (P041967)

Description:

Major Route: I-26

Length (Miles): 9

Minor Route:

County: Orangeburg

Program Type: Corridor

Funding: \$

Remarks:

### Estimated Obligated Costs in \$ Thousands

	Funds	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028+
PE	AC NHP* NHP				25,000 5,000	12,500*	12,500*			
ROW	AC NHP* NHP							7,500 7,500	7,500*	
CONST	AC NHP* NHP									210,571 210,571* 69,429
<b>TOTAL</b>										

\*=ACC

## I-26 Corridor Improvement from Exit 154 to Exit 165 (SC 210 Vance Rd)

Description:										
Major Route: I-26								Length (Miles): 11		
Minor Route:										
County: Orangeburg								Program Type: Corridor		
Funding: \$										
Remarks:										
Estimated Obligated Costs in \$ Thousands										
	Funds	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028+
PE	AC NHP* NHP				25,540  5,000	12,770*	12,7700*			
ROW	AC NHP* NHP							7,500  7,500	7,500*	
CONST	AC NHP* NHP									210,571 210,571* 69,429
TOTAL										

\*=ACC

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# Transit Projects

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### Transit Projects FY 2021- FY 2027

Project		STIP Category	Federal Program	Previous TIP	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	2021-2027 Project Cost
Description	Rank											
Transit Mobility Management			STP	75	75	75	75	75	75	75	75	525
Rural Png/Tech Assist		Mass Transit	5304									
Capital (Vehicle Replacement) Rural		Mass Transit	5311									
Orangeburg County (CCC) - Admin, Ops, Capital		Mass Transit	5311									
Generations Unlimited (JARC) - Admin, Ops, Capital		Mass Transit	5311									
Bamberg County COA (Handi- Ride) - Admin, Ops, Capital		Mass Transit	5311									
AACOA (Pony Express)		Mass Transit	5311									

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# Transportation Alternatives Program (TAP) Projects

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### Project Name: City of Orangeburg – Pedestrian Improvements Phase I

**Description:** Installation of ADA compliant sidewalks and ramps along Sunnyside Street, Salley Street and Goff Avenue.

**Major Route:**

**Minor Route:**

**County:** Orangeburg

**Funding:** \$406,337.00

**Remarks:** Federal Funds: \$325,069.60

Local Share: \$81,267.40

<b>Length (Miles):</b>	
<b>Program Type:</b> TAP	

#### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST									
<b>TOTAL</b>									

### Project Name: Orangeburg County – Mast Arm Traffic Signal Improvements

**Description:** Installation of mast arm traffic signals at the intersection of I-26 and US 601 (Exit 145) in Orangeburg County

**Major Route:** I-26

**Minor Route:** US 601

**County:** Orangeburg

**Funding:** \$70,000.00

**Remarks:** Federal Funds: \$56,000.00

Local Share: \$14,000.00

<b>Length (Miles):</b>	
<b>Program Type:</b> TAP	

#### Estimated Obligated Costs in \$ Thousands

	Prev. TIP(s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost
PE									
ROW									
CONST									
<b>TOTAL</b>									

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# Appendices

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## **APPENDIX A**

### **PUBLIC PARTICIPATION PLAN**

#### **FOR TRANSPORTATION PLANNING IN THE LOWER SAVANNAH COUNCIL OF GOVERNMENTS REGION**

**Approved by the Technical Advisory Committee**

**March 11, 2008**

**Amended:**

June 9<sup>th</sup>, 2016



**LOWER SAVANNAH COUNCIL OF GOVERNMENTS**

**RURAL TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

# **PUBLIC PARTICIPATION PLAN**

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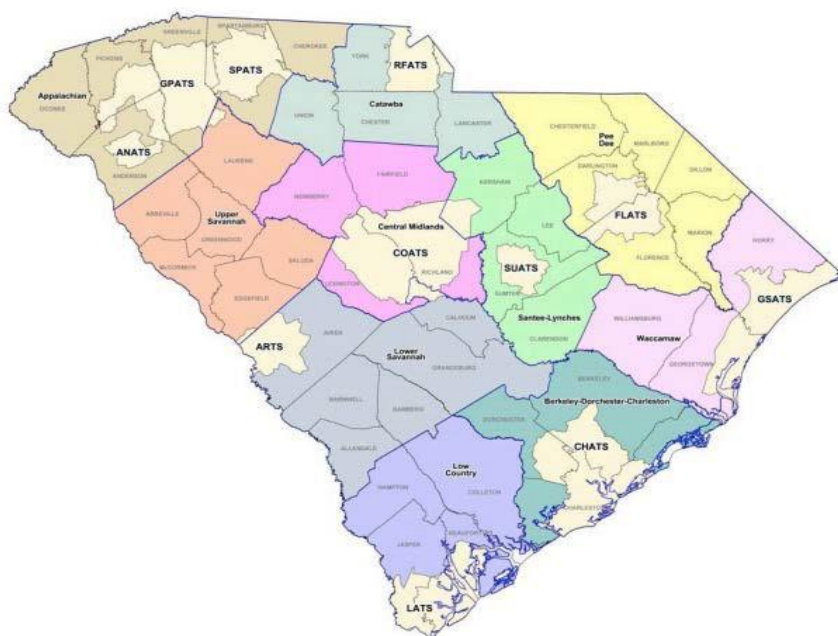
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## INTRODUCTION

The LSCOG Rural Transportation Technical Advisory Committee's (TAC) policy is to support and encourage public participation and to adhere to the principles of the rural transportation planning process. The TAC's public participation policy is designed to ensure opportunities for the public to express its views on transportation issues and to become active participants in the decision-making process.

### I. BACKGROUND

Although the ultimate responsibility of rural transportation planning in South Carolina lies with the SCDOT, each COG has responsibilities similar to that of the Metropolitan Planning Organizations (MPOs), who are responsible for urban transportation planning. A portion of SCDOT's State, Planning, and Research (SPR) funding is allocated to the COG's to facilitate an ongoing rural transportation planning process. Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established by SAFETEA-LU. Each COG is required to submit a Rural Planning Work Program (RPWP) outlining the planning emphasis areas and planning projects for the year. Through this process, each COG establishes regional goals and objectives, identifies the current condition of the transportation system, provides research and data analysis, and identifies and prioritizes transportation needs for input to the Statewide Multi-modal Transportation Plan and Statewide Transportation Improvement Program (STIP).



Metropolitan Planning Organizations (MPO)  
and Councils of Government (COG) in South Carolina



### Long Range Transportation Plans

The LSCOG also maintains a Long-Range Transportation Plan (LRTP) that includes the following elements: system upgrade, intersections, safety, maintenance/resurfacing, signalization, mass transit, and bike and pedestrian facilities. Potential projects are ranked and recommended by the advisory committees to the COG boards based on funding availability. The long-range plans include both constrained and unconstrained needs for a 20-30 year period. The long-range plan is updated every 5 years from the date of adoption, or as needed.

### Advanced Project Planning Reports

Advanced Project Planning Reports (APPRs) are conducted in close coordination between SCDOT and COG's for projects identified in the STIP and constrained projects included in long range plans. Planning reports typically involve transportation improvement projects, such as a widening and new location alignments. Elements of an APPR include existing and proposed typical cross section information that can be represented using "before" and "after" computer-generated visualizations for select locations throughout the length of the project. Projected traffic volumes are generated using the travel demand model and provide projected average daily traffic volumes for the proposed facility and the no-build scenario. Social, cultural, natural resources, and environmental concerns are identified using GIS database information for the environmental screening process. The total number of crashes at particular locations is summarized by providing statistics on accidents involving fatalities, injuries, and property damage. Cost estimates are also provided for one or more typical cross sections and may prove to be a key variable in the decision-making process.

### STIP/TIP

SCDOT publishes and maintains a 6-year STIP detailing program funding levels, projects, and funding schedules. The STIP is updated every three-years. Through the rural planning process, the COGs provide SCDOT with updated project priorities for inclusion in the STIP. Projects must be included in the regional long-range plans prior to being eligible for the STIP. Each COG endorses its regional priorities for consideration by the SCDOT Commission.

Each COG is responsible for advertising and documenting public comment for any amendment to the STIP within their region. The COG has discretion of advertising by legal ad or press release and chooses the appropriate media distribution based on the program change. STIP amendments require a 21-day comment period and all comments are forwarded to the SCDOT prior to Commission action.

### Rural Planning Work Program

The COGs work under contract with SCDOT to receive SPR funding to support transportation planning activities. Each COG receives an equal share of funding.

A Rural Planning Work Program (RPWP) is developed by each COG to define the work elements and specific tasks to be performed within a year. The RPWPs follow the state fiscal year from July 1st to June 30th. The COGs are reimbursed on a quarterly basis for satisfactory work completed as required in their RPWP. Quarterly reports documenting work progress are included with each invoice. SCDOT and FHWA provide planning emphasis areas to encourage specific planning activities, such as freight analysis, safety considerations, and bicycle and pedestrian needs, as well as traditional highway planning. The development and maintenance of the regional long-range transportation plans is an ongoing priority for each COG. Each COG Board endorses the work tasks outlined in the RPWP.

### Local Consultation

FAST Act legislation provides for states to consult with and consider the concerns of non-metropolitan officials when making transportation decisions in their Statewide Transportation Planning and Programming processes.

The current rural planning process in South Carolina meets the intent of the local consultation rule by involving non-metropolitan local officials, through the COGs, to directly participate in the development of transportation plans and priorities for their region. To help monitor the effectiveness of the consultation process, a survey will be provided to each COG Board to evaluate their satisfaction with the opportunities for participation in the statewide planning process. The most recent survey was conducted early 2016 and subsequent surveys will be conducted every five years or as needed.

### Transportation Technical Advisory Committee (TAC)

The LSCOG receives local input on transportation projects from its regional rural transportation Technical Advisory Committee (TAC), which consists of representatives from local government, transportation providers, and special interest groups. The TAC also includes representatives from the SCDOT, ARTS staff, transportation providers, planning, zoning, and public works officials, and community leaders. This committee plays an important role in identifying, analyzing and prioritizing transportation needs and goals for the LSCOG region and makes recommendations to the Lower Savannah COG Board of Directors, which is the policymaking body. Consequently, local governments are directly consulted and given an opportunity to identify transportation needs on the state system. The TAC meets quarterly or as needed to review project status, evaluate proposed modifications to the STIP/TIP, update long-range plan and funding priorities, comment on rural functional classification changes, receive input on the rural work programs, and coordinate special studies.

## **II. GOVERNMENTAL REQUIREMENTS**

With the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, the previous seven (7) statewide planning factors were expanded to eight (8), namely safety and security were divided into separate planning factors. In addition, the planning factor on protecting/enhancing the environment was expanded to include "...promote consistency between transportation improvements and State and local planned growth and economic development patterns". The eight (8) planning factors of SAFETEA-LU are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

### **III. PUBLIC PARTICIPATION PROCESS**

#### **A. General Guidelines**

The LSCOG Rural Transportation Public Participation Plan is intended to provide direction for public participation activities to be conducted by the LSCOG regional TAC and contains the vision, goals, objectives, and techniques used by LSCOG for public participation. In its public participation process, LSCOG TAC will strive to:

1. Provide timely information about transportation issues and processes to citizens, local governments, affected public agencies, representatives of transportation agencies, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties and segments of the community affected by transportation plans, programs and projects.
2. Provide reasonable public access to technical and policy information used in the development of the LRTP, STIP, TIP, RPWP, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including but not limited to, the approval of the LRTP, STIP, TIP, RPWP, and other appropriate transportation plans and projects.
4. Respond to all applicable public input. When significant written and oral comments are received on the draft transportation plan (including the financial plan) as a result of the public participation process, a summary, analysis, and report on the disposition of comments shall be made part of the final plan.
5. Provide a public comment period of not less than 21 calendar days prior to adoption of the LRTP, STIP, TIP, RPWP, any amendments or updates, and other appropriate transportation plans and projects.
6. Coordinate its Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.

7. Periodically review the Public Participation Process to ensure it provides full and open access to all. Portions of the process which are found not to meet the needs of the constituency will be revised.
8. Make all public information accessible and available electronically via the World Wide Web.
9. Have a course of action for seeking out and considering the needs of traditionally underserved groups.

**B. Public Participation Plan Vision, Goals & Policies**

The vision for the public participation plan is that the public will be provided thorough information on transportation planning services and project development in a convenient and timely manner. The following goals and policies have been established.

**Goal 1: To actively engage the public in the transportation planning process according to the policies contained in Federal and State law as well as in this Public Participation Plan.**

- A. LSCOG shall maintain an up-to-date database of contacts including at a minimum the following persons:
  - Federal, state, local agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, and historic preservation
  - Elected Officials
  - Local Government Staff
  - Transportation Agencies (freight, port, airports, transit, etc.)
  - Representatives of Users of Public Transportation
  - Representatives of Users of Pedestrian and Bicycle Transportation
  - Representatives of the Disabled
  - Local Media
  - Homeowners' Associations
  - Civic Groups
  - Special Interest Groups
  - Individuals expressing an interest in transportation planning activities
- B. LSCOG shall, when feasible, electronically send and/or mail meeting announcements (invitations) to LSCOG contact list or to targeted groups upcoming activities.

- C. LSCOG shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, use of GIS, artist's renderings, physical models, and/or computer simulation.

**Goal 2: LSCOG shall keep the public informed of on-going transportation related activities on a continuous basis.**

- A. LSCOG shall make all publications and work products available to the public via Internet, staff office, and employ visualization techniques to describe transportation actions as part of the LRTP.
- B. Staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of groups with reasonable notice.
- C. LSCOG shall maintain a Transportation section on the LSCOG website and maintain transportation related maps on the LSCOG mapping website.
  - 1. The website shall be updated and maintained to provide the most current information available.
  - 2. The website shall, at a minimum, contain the following information:
    - Current LSCOG Transportation Planning Staff contact information (i.e. name, title, mailing address, phone, fax, and e-mail)
    - Meeting calendars and agendas
    - Brief descriptions of current projects
    - Work products and publications (STIP, TIP, LRTP, RPWP, TAC Bylaws, PPP)
    - Comment/Question form
    - Links to related agencies (e.g. SCDOT and ARTS)
    - Transportation maps

**Goal 3: LSCOG shall encourage the participation of all citizens in the transportation planning process.**

- A. Target audiences shall be identified for each planning study conducted by LSCOG, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but limited to, low income and minority households, within the study area.

- B. LSCOG shall, whenever feasible, hold public meetings at a scheduled time, location, and building facility convenient to potentially affected citizens.
- C. LSCOG will provide an additional opportunity for public comments, if the final LRTP or STIP/TIP differs significantly from the version that was initially made available for public comment.

**Goal 4: LSCOG shall strive to continuously improve public participation.**

- A. LSCOG shall continuously evaluate public participation techniques, according to the procedures contained in this Public Participation Plan.
- B. The Public Participation Plan shall be reviewed and adopted, with revisions if necessary, at least every three (3) years.

**Goal 5: LSCOG shall participate in public participation activities for individual transportation improvement projects from the planning phase through construction.**

- A. LSCOG shall actively assist SCDOT, local governments and transportation agencies in the development and implementation of public participation techniques for planning and other studies.
- B. LSCOG shall keep local elected officials apprised of projects in their jurisdictions and will help coordinate communication between SCDOT and local governments through all project stages, including but not limited to planning, funding, design, materials, ROW acquisition, and construction.

#### **IV. CURRENT PUBLIC PARTICIPATION TECHNIQUES**

Public participation is an ongoing activity of the LSCOG TAC. An effective public participation plan is characterized by techniques and procedures that enable citizens to become well informed. This section contains descriptions of public participation tools of which LSCOG currently uses and proposes to use in the future. These tools are as follows:

##### **Charrettes**

Description: Charrettes are typically intense, possibly multi-day meetings involving municipal officials, planning officials and local residents. A charrette is instrumental in identifying key issues early, promotes joint ownership of the solution and attempts to diffuse traditional confrontation between stakeholders.

Activities: Project specific meetings, corridor studies, sub-area studies, other planning studies and workshops.

##### **Consultation**

Description: As part of SAFETEA-LU regulations in encouraging more cooperative planning, LSCOG will consult, as appropriate, with agencies and officials responsible for other planning activities that are affected by transportation within the LSCOG region. To coordinate the planning function to the maximum extent practicable, such consultation will entail comparing LRTPs and STIPs as they are developed with the plans, maps, inventories, and planning documents developed by other agencies. This consultation will include, as appropriate, contact with the following groups: State, local, Indian Tribal, and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, and historic preservation. LSCOG maintains an open consultation policy, whereby any private citizen or entity responsible for transportation in the LSCOG region may contact LSCOG and be included in the consultation process.

Activities: Public hearings/meetings, copies of this plan on the LSCOG website (for viewing/downloading purposes), meetings with LSCOG Staff.

##### **Display Ads**

Description: These ads are used to promote meetings that are not regularly scheduled, such as corridor study workshops. They are published in the local section of the newspaper in order to reach a larger audience than those that typically read legal ads.



Activities: Project specific meetings, workshops, open houses or hearings.

### **Direct Mailings**

Description: Direct Mailings are used to announce upcoming meetings or activities or to provide information to a targeted area, group of people, or the media. Direct mailings are usually letters but can be post cards or fliers. An area may be targeted for a direct mailing because of potential impacts from a project. Groups are targeted that may have an interest in a specific issue, for example avid cyclists and pedestrians may be targeted for pathways and trail projects.

Activities: Project specific meetings, workshops, open houses, corridor studies, small-area studies, other planning studies or major activities.

### **E-mail Announcements/Internet Message Boards**

Description: Meeting announcements and LSCOG TAC information would be e-mailed to interested persons that have submitted their e-mail addresses to LSCOG staff. Interactive message boards would be used to facilitate discussion and solicit public comment regarding specific LSCOG projects or issues.

Activities: Corridor studies, small-area studies, other planning studies, regular meetings, public hearings, workshops, open houses, and other major LSCOG TAC activities.

### **Legal Advertisements**

Description: SCDOT requires a minimum twenty-one (21) day advertisement of any public meeting where a decision could be made that would make a significant change to an existing plan or program. Ads are published to solicit public comment and/or review of the requested change or plan update. The ads provide a description of the meeting agenda, including contact information.

Activities: Corridor studies, sub-area studies, other planning studies, project priority process, major STIP/TIP amendments, updates of the LRTP and RPWP, and other major LSCOG TAC activities.

### **LSCOG Master Database**

Description: Staff maintains a master database of all contacts, both business and public, on a continuous basis. The database includes committee membership, mailing information, phone numbers, fax numbers, and e-mail addresses. The database is used for maintaining up-to-date committee membership lists and lists of individuals with a special interest in LSCOG activities including the media and public interest

groups. Membership mailing lists generated using the database are provided to the public, municipalities and other agencies upon request. The database will be used to establish and maintain a list of e-mail contacts for electronic meeting notification and announcements.

Activities: The database is used to enhance other public participation activities.

### **Transportation Planning Website**

Description: The transportation planning website is found within LSCOG's website, under the link "Planning Department." The site provides basic information about LSCOG, transportation planning process, and staff contact information. LSCOG publications and work products, such as the RPWP, STIP, TIP, LRTP, and PPP are available for downloading from the site. Also, citizens are able to submit comments and sign up to be added to the distribution lists maintained by LSCOG. The site provides many links to other transportation related sites from the local to the national level. The site is maintained and updated by LSCOG staff. The website address is [www.lscog.org](http://www.lscog.org).

Activities: The site is used to promote regular and special meetings, planning studies, publications and work products. The mapping website contains an interactive mapping tool with which a user can create custom maps with traffic counts, base maps, road classifications, and many other useful layers of data.

### **Public Informational Meetings**

Description: These are public meetings that are generally open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of public informational meetings is to provide project information to the public and to solicit public comment.

Activities: Corridor studies, sub-area studies, other planning studies, project priority process, certification review, LRTP update, and other major LSCOG TAC activities.

### **Public Notices**

Description: The LSCOG regularly advertises the TAC meetings.

Activities: Regular meetings, other public meetings.

### **Small Group Meetings**

**Description:** During projects such as planning studies, meetings are held with small groups that have an interest in the project. Meetings could be with homeowners or neighborhood associations, civic groups, special interest groups, or other groups of affected or interested parties.

**Activities:** Corridor studies, sub-area studies, other planning studies, and other LSCOG activities.

### **Visualization**

**Description:** LSCOG recognizes that an important element to public participation is to provide the public, when possible, visual as well as written descriptions of transportation projects. Through visual imagery, the complex features of proposed transportation plans, policies, and programs can be portrayed at appropriate scales—region, local, project architecture, etc.—and from different points of view. To this end, LSCOG will utilize various visual design techniques; some of which may include: sketches, drawings, artist renderings, photography, aerial photography, mapping, simulated photos, videos, computer modeled images, interactive geographical information system (GIS), GIS-based scenario planning tools, photo manipulation and computer simulation.

**Activities:** Planning Studies, STIP/TIP amendments, and other LSCOG TAC activities.

**V. PUBLIC PARTICIPATION POLICIES AND GUIDELINES****A. Public Document Review, Comment, and Approval Policies**

Program Adoption	Public Meetings	Comment Period	Accessibility
Long Range Transportation Plan	Annually	21 Days	Internet, LSCOG Office
Statewide Transportation Improvement Program	As requested	21 Days	Internet, LSCOG Office
Rural Planning Work Program			Internet, LSCOG Office
Public Participation Plan			Internet, LSCOG Office

**B. Public Document Amendment Review, Comment, and Approval Policies**

Program Amendment Adoption	Public Meetings	Comment Period	Accessibility
Long Range Transportation Plan	As requested	21 Days	Internet, LSCOG Office
Statewide Transportation Improvement Program	As requested	21 Days	Internet, LSCOG Office
Rural Planning Work Program			Internet, LSCOG Office
Public Participation Plan		21 Days	Internet, LSCOG Office

**VI. PUBLIC PARTICIPATION TECHNIQUES FOR FUTURE CONSIDERATION**

Other techniques used for future consideration include:

**Newsletter**

Description: LSCOG staff produces a semi-annual newsletter that is distributed to citizens, municipalities, media and other agencies. Citizens are added to the distribution list by request.

Opportunities to request being added to the list occur during public meetings hosted by LSCOG on the LSCOG web site and when citizens contact LSCOG staff. Each issue of the newsletter includes staff contact information, upcoming meeting schedules; the LSCOG web site address, project highlights, and current planning project status reports. When appropriate, information regarding significant transportation issues, LSCOG awards, and other one-time activities are also included.

Activities: The newsletter is used to report recent planning studies, publications and work products.

### **Comment Forms**

Description: Comment forms are often used to solicit public comment on specific issues being presented at a workshop or other public meeting. Comment forms can be very general in nature, or can ask for very specific feedback. For example, a comment form may ask for comments on specific alignment alternatives being considered during a corridor study, or may ask for a person's general feelings about any aspect of transportation. Comment forms can also be included in publications and on websites to solicit input regarding the subject of the publication and/or the format of the publication or website.

Activities: Public workshops, open houses, hearings, and other meetings, general LSCOG TAC activities.

### **Press Releases**

Description: Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming special meetings and activities and to provide information on specific issues being considered by the LSCOG TAC.

Activities: Specific corridor or other planning studies, workshops, open houses, public hearings, and other special LSCOG TAC activities

### **Surveys**

Description: Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

Activities: Corridor studies, sub-area studies and other planning studies.

### **Formal Public Hearings**

Description: These are public meetings used to solicit public comment on a project or issue being considered for adoption by the LSCOG TAC. Hearings provide a formal setting for citizens to provide comments to the TAC. They are recorded and transcribed for the record.

Activities: LRTP and STIP/TIP updates, corridor studies, project development & environmental studies, and other planning studies as needed for other LSCOG TAC activities.

### **Posters and Fliers**

Description: Posters and fliers are used to announce meetings and events and are distributed to public places such as city halls, libraries and community centers for display. The announcement may contain a brief description of the purpose of a meeting, the time(s) and location(s), and contact information. Posters and fliers may be used to reach a large audience that cannot be reached using direct mailings and/or newsletters.

Activities: Corridor studies, sub-area studies, other planning studies, regular and special LSCOG TAC activities.

## **VII. EVALUATION METHODS, PERFORMANCE GOALS, AND IMPROVEMENT STRATEGIES**

In order to determine the effectiveness of the public participation tools, they must be evaluated and compared to established performance goals. The typical methods for evaluating the effectiveness of public participation tools are surveys and quantitative statistical analysis. This section briefly describes evaluation methods to be used by LSCOG. For each public participation tool, performance goals and methods for meeting those goals have been identified.

**Surveys:** Surveys typically consist of short, specific questions regarding public participation tools that are ongoing or that were used on a specific project. Surveys can be conducted in person, by phone, mail or e-mail. Face-to-face and telephone surveys provide quick responses and can be used when a respondent's answer may lead to a follow-up question. Mail surveys may be used to provide written record of respondent's answers. Mail-back surveys can be distributed at meetings, inside other publications, or by mailing directly to potential respondents. E-mail surveys, like mail surveys, provide a written record of responses. Surveys will be used to evaluate citizens' responses on the effectiveness of the tools.

**Statistical Analysis:** Statistics can be used to determine the "return on the investment" of producing public participation tools. For example, the number of persons attending an activity can be compared to the number of persons that were notified of the activity. This type of evaluation can be an indicator of whether or not the tools used for public participation are actually reaching the intended audience, or which tools had a greater response rate. Statistical analysis will be used to evaluate survey responses and most tools' rates of success will be compared with evaluation measures.

TAC Approved 3-11-08

Amended: 6-09-16

LSCOG TAC continually strives for improved public participation. Improvements should be made to increase public awareness and to improve the quantity and quality of information provided to the public. The decisions made by LSCOG affect the entire population, both residents and visitors. Therefore, seeking public input on those decisions is vital to the success of LSCOG as the organization responsible for transportation planning.



## **APPENDIX B**

### **LSCOG RURAL TRANSPORTATION RANKING CRITERIA METHODOLOGY**

### **FOR TRANSPORTATION PLANNING IN THE LOWER SAVANNAH COUNCIL OF GOVERNMENTS REGION**

**Approved by the Technical Advisory Committee**

**March 11, 2020**



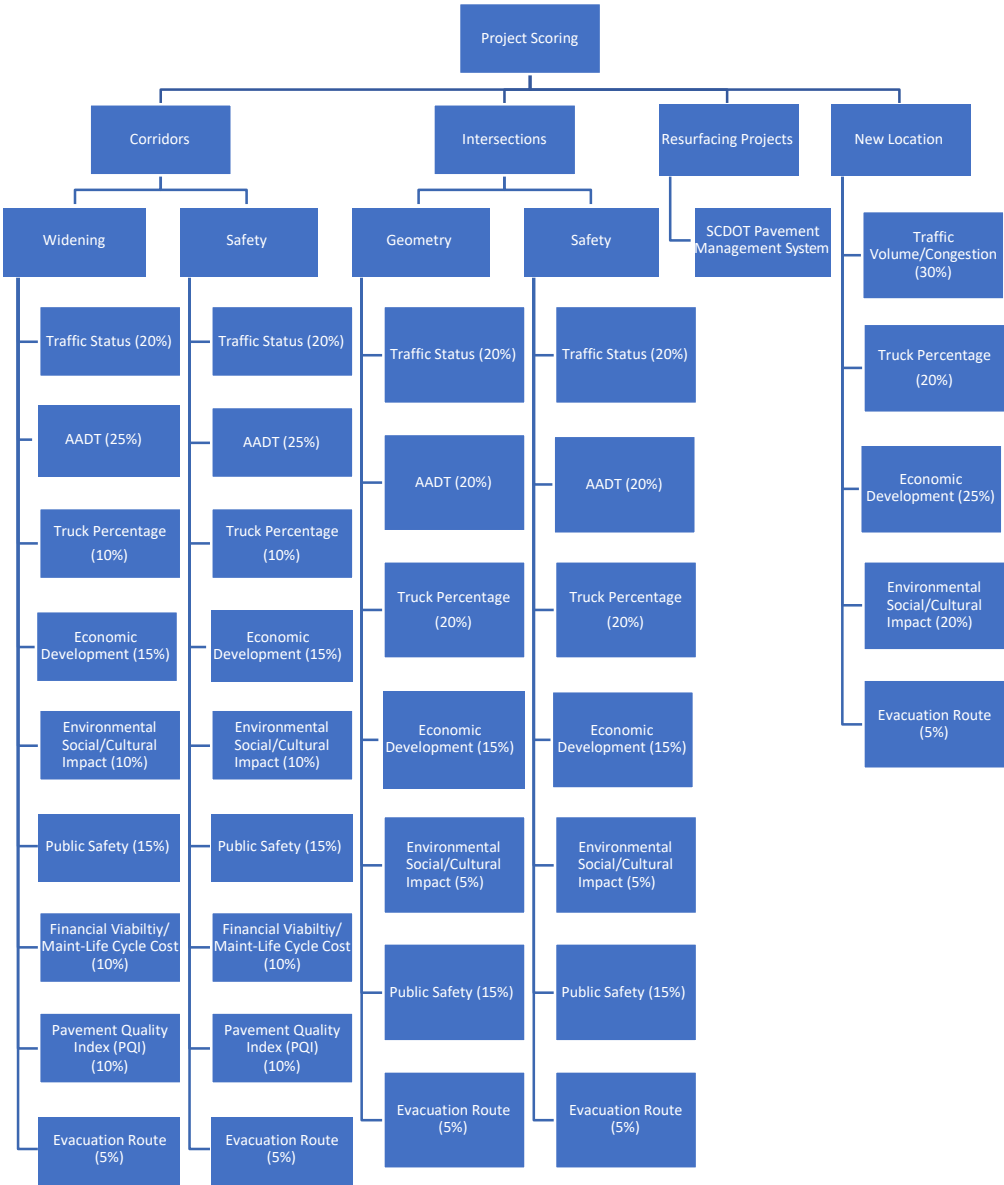


Figure 1: Project Ranking Process

The safety list consists of intersections with the highest SCDOT calculated crash-rates in the COG. It also is made up of intersections that each county deems a safety issue and submits for ranking. The final group of intersections considered in the safety list were developed by Ramey Kemp & Associates (RKA) using the latest three years of crash data. RKA, using the safety data and the SCDOT crash rate formula, identified an additional two or three intersections in each county.

The geometric list of intersections consists of projects submitted by the SCDOT District 7 Traffic Engineer and projects submitted by each county which they deem confusing or hard to navigate. Also, during the public hearings for the LRTP, citizens were asked to review maps of the region and point out places where intersections were unsafe or confusing to travelers. RKA received 2 or 3 of these submissions for each category.

Both categories use the same formula and weighting to determine the score. The criteria are:

**Traffic Status (20%)** – The total score for traffic status of an intersection is developed from scores an intersection receives from four sub-categories:

- 1) Scissor Intersection,
- 2) Conflict Points,
- 3) Offset Intersection,
- 4) Approaches.

Sub-category 1 and 3 are scored by determining whether the intersection is a “Scissors Intersection” or the intersection has offset approaches. If yes is the answer, the intersection gets 5 points. If the answer is no, the intersection gets 0 points. Examples of both types of intersection are shown in Figure 4

The score for sub-category 2 is determined by counting the number of conflict points in an intersection. A normal “T- intersection” or “Cross-intersection” will have 1 conflict point. The scissors intersection shown below would have 5 conflicts and thus 5 points (anything intersection with greater than 5 conflicts would receive a 5.) The offset intersection shown below would have 2 conflict points.



Figure 2: Example Scissors Intersection



Figure 3: Example Offset/Skew Intersection

The score for sub-category 4 is determined by counting the number of approaches for each intersection. A “T-intersection” would have 3 approaches and a “Cross-intersection” would have 4. The scissors intersection above has at least 5, so it would receive a score of 5 (any intersection with greater than 5 approaches would receive a 5.) The offset intersection shown above has 4 approaches.

Once each intersection is scored, the intersection receiving the highest score is determined and if it is less than 20, that intersection is given a score of 20. Then a factor is calculated to determine what the highest score had to be multiplied by to get a score of 20. This factor is then applied to each intersection.

*Equation 1: Final Intersection Score Calculation*

$$\text{Intersection Factor} = \frac{20}{\text{Highest Raw Score}}$$

$$\text{Final Intersection Score} = \text{Intersection Factor} \times \text{Raw Score}$$

**Average Annual Daily Traffic (AADT) (20%)** – The AADT for the main route and the minor route are obtained from the SCDOT Count Website, if an annual count station is on the road. If a count station is not on the road, the SCDOT Data Services is contacted and a count is obtained. The total intersection AADT is determined and the highest comprehensive AADT is given a score of 20. Each intersection AADT is divided by the highest AADT and then multiplied by 20 to obtain the AADT score for the intersection.

**Average Daily Truck Percentage (20%)** - The percentage of truck traffic on the main route is determined by consulting with the SCDOT Data Services. This percentage is multiplied by the AADT obtained earlier to obtain the number of trucks on the roadway. The capacity of the roadway is obtained from the SCDOT’s LSCOG Model. If a road doesn’t appear on the model, a capacity of 9890 (lowest capacity used on the model) is used. The Truck Volume to Capacity (V/C) Ratio is then determined by dividing the calculated number of trucks by the model capacity. The highest V/C ratio is given a score of 20. A factor, similar to the one calculated in the Traffic Status category, is determined and each intersections truck V/C ratio is multiplied by the factor to determine the final Truck Percentage Score.

**Economic Development (15%)** – To determine the Economic Development score for each location, a KMZ (Google Earth)/Shapefile (GIS layer) was produced with each project location. This file was then forwarded to the LSCOG Staff. The staff evaluated each intersection and assigned a score ranging from 1 to 5 for each intersection. The raw ED score was then multiplied by 3 to get the final ED score.

**Environmental, Social, and Cultural Impact (5%)** - To determine the Environmental score for each location, a KMZ (Google Earth)/Shapefile (GIS layer) was produced with each project location. The locations were then reviewed, using Google Earth, by the RKA Project Development staff and a score of 1, 3, or 5 was assigned to each project.

**Public Safety (15%)** – The Public Safety score is based on the intersection crash rate. The rate is obtained from the SCDOT Traffic Engineering Office of Safety. Once the crash rates are received, they are ranked and reviewed and compared. If any rates are out of proportion in comparison to the others, those intersections are marked as special and all the other rates are ranked from highest to lowest. The highest crash rate is given a score of 15. A factor, similar to the one calculated in the Traffic Status category, is determined and each intersection crash rate is multiplied by the factor to determine the final Public Safety Score. The intersections with rates that were deemed out of proportion to the others are given a score of 15. An example of a special crash rate would occur if 30 intersections were being ranked and 28 of the crash rates varied from 0.1 to 3.5 and the other two rates were an 8

and a 10. The two with the very high crash rate would skew the scores dramatically and therefore are not used in the initial ranking procedure and are simply given a score of 15.

**Evacuation Route (5%)** – If either route of the intersection falls on an evacuation route, the intersection is given a score of 5. If neither route is an evacuation route, the intersection is given a score of 0. Evacuation Routes can be obtained in a shapefile from the SCDOT Mapping website.

Once scores for each ranking category were determined for each intersection, the scores were totaled and ranked from the intersection with the highest total score to the intersection with the lowest total score. If an intersection gets submitted as part of both lists, the list in which the intersection is ranked highest is used for the intersection and it is removed from the other list.

### **Safety Corridor Improvements**

Due to the rural nature of the LSCOG, major congestion is not a major issue. However, the TAC, working with the SCDOT, has determined that there are many corridors across the counties of the COG that have inadequate shoulders, bad geometry, high truck rates, little to no clear zones, and minimal bike and pedestrian facilities. In an effort to improve the safety of these routes, as well as the overall transportation system of the COG, the TAC decided to try and eliminate as many of these corridors as possible. Currently, the LSCOG has eight safety corridor projects in PE, ROW, or construction.

The safety corridor project list is developed by obtaining projects from each member county and from the SCDOT as part of its Rural Road Safety program. The ranking process used is similar to the intersection ranking procedure. Six of the seven criteria are used, along with, two additional criteria. The additional criteria are Financial Viability & Maintenance Cost and Pavement Quality Index (PQI).

The scores for three of the six categories used in both intersections and safety corridors are determined the same in both ranking lists. These three categories are:

- 1) Economic Development (15%),
- 2) Public Safety (15%), and
- 3) Evacuation Routes (5%).

The scores for the other three categories used in both lists are scored the same way, but the percent of the total score is different in the corridor list. These three criteria are:

- 1) Average Daily Traffic (ADT),
- 2) Average Daily Truck Traffic, and
- 3) Environmental, Social, & Cultural Impact.

The ADT made up 20% of the score in intersections but makes up 25% of the score in the safety corridor list. The Average Daily Truck traffic made up 20% of the score for intersections, but only makes up 10% of the score in the safety corridor list. The Environmental criteria makes up 5% of the score for intersections but makes up 10% of the score for safety corridors. The two new criteria and their corresponding percentages are explored below.

### **Financial Viability & Maintenance/Life Cycle Cost (10%)–**

This criterion is made up of two sub-criteria. One sub-criterion looks at the immediate cost and the other looks at the long-term cost. The financial viability of a project looks at the estimated cost of a project and the yearly Guideshare funding and awards a score from 1 to 5. If a project's estimated cost is less than or equal to one year of Guideshare funding, the project receives a score of 5. If the cost is less than or equal to two years of Guideshare funding, the project receives a score of 4 and continues until the cost of a project is greater than four times the

yearly funding, at which point the project would receive a score of 1.

The maintenance/life cycle cost score for a project is obtained through several steps. The first step is the calculation of the resurfacing cost over 20 years. This is calculated using the SCDOT average cost per lane mile for the type of road (primary or secondary) multiplied by the number of lanes and the length of the project. The amount obtained from this is then multiplied by 3 for primary routes and 2 for secondary routes. This is the number of times each roadway type is assumed to be resurfaced during the life of the LRTP.

The next step is to calculate the maintenance cost for 20 years. This is calculated using the SCDOT average county maintenance cost per lane mile for type of roadway (primary or secondary) multiplied by length of the corridor and the number of lanes.

The third step in the process is to add the estimated cost of the project plus the resurfacing cost plus the maintenance cost together and divide the sum by the length of the project times the AADT of the road. This equation provides the user with an average cost per vehicle miles traveled (VMT) for the project. This is shown in Equation 2.

$$\frac{\$}{\text{Travel Mile}} = \frac{\text{Construction}\$ + \text{Resurface}\$_{20} + \text{Maintenance}\$_{20}}{\text{Miles} \times \text{AADT}}$$

*Equation 2: Maintenance/Life Cycle Project Cost*

The final step of the maintenance/life cycle cost score is similar to several of the previous criteria. The costs calculated for each project are compared and the project with the lowest value is given a score of five. For all other projects, the lowest cost is divided by the subject project's average cost and multiplied by five to obtain its score. Thus, the higher the total project cost per VMT, the lower the score.

To obtain the total Financial Viability & Maintenance/Life Cycle Cost score, the Financial Viability score and the Maintenance/Life Cycle Cost score are added together. The maximum score that a project can receive is 10.

**Pavement Quality Index (PQI) (10%)** – The PQI score is determined by obtaining the PQI maps from the SCDOT Pavement Management Office. Once this shapefile has been obtained, the project segments of the PQI map making up the project are determined and the corresponding PQI values are obtained. If a corridor has more than one PQI segment, a weighted PQI score is obtained by using segments' length and PQI value and calculating an overall PQI for the corridor. As in previous criteria, once all the weighted PQI values are determined for the safety corridor projects, the corridor with the lowest PQI is given a score of 10. For the other corridors, the lowest PQI value is divided by the corridor's PQI value and then multiplied by 10. Thus, the corridors with the higher PQI's receive the lower scores and the corridors with the lower PQI's receive the higher scores.

Once scores for each ranking category were determined for each safety corridor, the scores are totaled and ranked from the corridor with the highest total score to the corridor with the lowest total score. If two corridors tie, both receive the same ranking and are equal.

## Widening Projects

Projects ranked under the Widening procedure were developed two ways. All member organizations were petitioned to submit any roadway sections for widening to 3, 4, or 5 lanes. Widening projects were also developed using the SCDOT's 2040 LSCOG model. Any link or a combination of links on the model that were projected to be at a LOS of D or greater were evaluated for inclusion in the ranking process.

The procedure for ranking widening projects is the same as the process used for ranking Safety Corridor Projects. The percentage breakdown of the categories and the means by which scores were developed for each category mirror what was used in the Safety Corridor Improvement list.

Once scores for each ranking category were determined for each widening project, the scores are totaled and ranked from the project with the highest total score to the project with the lowest total score. If two corridors tied, both receive the same ranking and are equal.

### **Resurfacing Projects**

Resurfacing projects were developed by having member organizations submit road sections they believed needed to be resurfaced. Since the resurfacing can be funded by a number of parties and since those parties depend on the SCDOT ranking to prioritize their projects, LSCOG determined it was best to also use the SCDOT to rank resurfacing projects. This allows for consistency over all funding groups.

The District Engineering Administrator and the contract manager in the SCDOT District 7 office were contacted and were provided the list of projects. They investigated the projects and reported the priorities set by the Department for the submitted projects back to LSCOG and that ranking was used for prioritizing the resurfacing projects.

### **New Location Projects**

New Location projects were developed by having member organizations submit conceptual sketches they wanted evaluated for construction. Only one new location project was submitted during this update, so no ranking was required. However, if ranking had been required, the LSCOG procedure adopted by TAC in November of 2007 would have been used. The items included in this procedure are:

- Financial Viability & Maintenance/Life Cycle Cost (20%)
- Economic Development (25%)
- Traffic Volume & Congestion (30%)
- Environmental, Social, and Cultural Impact (20%)
- Evacuation Route (5%)

Four of the categories listed above were explained earlier and those items would be scored the same way in this procedure. Traffic Volume and Congestion obviously can't be determined using current traffic counts. Therefore, hours of delay for Build and No-Build model network scenarios will be used to estimate the effect the project would have on delay.

### **Financially Viable Projects**

The tables below summarize the financially viable projects, as calculated above, for resurfacing, corridor widening, corridor safety, intersection safety and geometric intersection improvements. The tables show similar information to the project cut sheets presented earlier in the report. The tables are also grouped by county for ease of use.



## **APPENDIX C**

### **LSCOG FINANCIAL SUMMARY**

#### **FOR TRANSPORTATION PLANNING IN THE LOWER SAVANNAH COUNCIL OF GOVERNMENTS REGION**

LOWER SAVANNAH COG FINANCIAL STATEMENT

CONFIDENTIAL

												Updated Expenditures as of 10/16/20 Updated Cost as of 10/16/20 LSCOG BOARD APPROVAL-10-8-2020		
(COST IN THOUSANDS)														
ITEM	RANK	COUNTY	GUIDESHARE PROJECTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	ADDITIONAL FUNDING SOURCES	FUNDING
1	1	ORANGEBURG	Safety Intersection 1: US 21/US 21 Conn			125 P	10 R	990 C			\$1,150			STBGP
3	1	Orangeburg	Geometric Intersection 1: US 601/Cook Rd			50 P	25 R	750 C			\$850			STBGP
9	6	ALLENDALE	INTERSECTION IMPROVEMENT - US 278 (ALLENDALE FAIRFAX HWY) & US 321 (HAMPTON AVE) - FAIRFAX	150 R 309 C 3,648 C*							\$3,107			STBGP TAP*
14	2	ORANGEBURG	OPERATIONAL IMPROVEMENTS ALONG US 78 FROM US 21 (FREEDOM ROAD) TO L-1632 (SUB ROAD)	1,300 C							\$1,300			STBGP
18	18	BARNWELL	OPERATIONAL IMPROVEMENT SC 3 (Marlboro Ave) OPERATIONAL From SC 70 (Main St) in City of Barnwell to S-506 (South of S-169/Ashleigh Rd)		650 R		500 C 3,000 C				\$4,150			TAP STBGP
19	1	ORANGEBURG	Widening Corridor 1: SC 6 I-95 to US 15 Conn			500 P		700 R		3,500 C	\$4,700			STBGP
20	2	ORANGEBURG	Geometric Intersection 2: US 178/Willington Dr					200 P				1,800		STBGP
21	2	ORANGEBURG	Safety Corridor 2: US 301 (John Calhoun/Five Chop) Woodbine Dr to US 21 BP/US 178 BP- US 601 (Magnolia St) to US 301 (Five Chop Rd)					350 P		500 R				STBGP
24	5	BARNWELL	Widening Corridor 3: SC 191, Ascuaga Lake Rd (S-33) to Trolley Line Rd (S-80)						400 P			300 R 3,000 C		STBGP
25	1	ORANGEBURG	OPERATIONAL/SHOULDER IMPROVEMENT - Joe Jeffords Widening				500 R	8,735 C			\$9,235			STBGP
26	1	AIKEN	Safety Corridor 1: SC 230 (W Martintown Rd) I-20 to Edgefield County Line			100 P		25 R 500 C			\$625			STBGP
27	15	ORANGEBURG	OPERATIONAL IMPROVEMENT SC 4 (Stonewall Jackson Blvd) OPERATIONAL From S-824 (Airport Rd) to US 601 (John C Calhoun Dr)		170 R	1,000 C					\$1,170			STBGP
28	21	ORANGEBURG	OPERATIONAL IMPROVEMENT - US 21 / US 178 BP (Chestnut St) OPERATIONAL From SC 33 (Russell St) to US 601 (Magnolia St) City of Orangeburg	(8,250 C Earmark) 1,000 C							\$9,125			STBGP/CTC
29		ORANGEBURG	Transit Mobility Management	75	75	75	75	75	75	75	\$525			STBGP
			GUIDESHARE ADVANCEMENT PAYBACK	3,036	1,010									
			DEBT SERVICE		683						\$683	\$0		
			GUIDESHARE SUBTOTALS	\$2,834	\$1,728	\$4,400	\$1,950	\$11,335	\$475	\$4,075	\$26,794			
			GUIDESHARE ALLOCATION	5,489	6,294	6,294	6,294	6,294	6,294	6,294				
			CARRYOVER AVAILABLE	7,606	7,225	10,780	12,674	17,018	11,978	17,797				
			ADVANCEMENT (SCDOT)											
			BOND PROCEEDS											
			GUIDESHARE SUBTOTALS	(2,834)	(1,728)	(4,400)	(1,950)	(11,335)	(475)	(4,075)				
			BALANCE	7,225	10,780	12,674	17,018	11,978	17,797	20,016				