



**2021-2027** Rural Transportation Improvement Program  
for the Appalachian Region of South Carolina



**Appalachian Council of Governments**

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## Glossary of Terms, Abbreviations, and Acronyms

|                         |   |
|-------------------------|---|
| <b>ACOG</b>             | The Appalachian Council of Governments.   |
| <b>ADA</b>              | Americans with Disabilities Act of 1990. A civil rights law that prohibits discrimination based on disability. Title II of the law requires strict application of the ADA Standards for Accessible Design for public entities and public transportation.  |
| <b>ANATS</b>            | Anderson Area Transportation Study. The Metropolitan Planning Organization for the urbanized areas of Anderson County.  |
| <b>ARM</b>              | Appalachian Regional Travel Demand Model.   |
| <b>BIL</b>              | Bipartisan Infrastructure Law. This act funds the Federal Highway Program from Federal Fiscal Years (FY) 2021-2026.   |
| <b>COG</b>              | Council of Government. A regional governing and/or coordinating body, controlled by member local governments, that offer planning, coordination, and technical assistance to its members, administer programs at a regional level, and act as intermediaries between its members and the state or federal government. |
| <b>CON</b>              | Construction and Inspection.  |
| <b>FHWA</b>             | The Federal Highway Administration. An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's transportation system.  |
| <b>FLAP</b>             | Federal Lands Access Program.   |
| <b>FTA</b>              | The Federal Transit Administration. An agency within the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems.  |
| <b>FTA Section 5310</b> | Federal funding for enhanced mobility of seniors and individuals with disabilities.   |
| <b>FY</b>               | Federal Fiscal Year. A pre-defined 12 month period from October 1 to September 30.  |
| <b>GPATS</b>            | Greenville-Pickens Area Transportation Study. The Metropolitan Planning Organization for the urbanized areas of Greenville, Pickens, and Anderson Counties.   |
| <b>HSIP</b>             | Highway Safety Improvement Program.   |
| <b>ISTEA</b>            | Intermodal Surface Transportation Efficiency Act of 1991.   |

|                       |  |
|-----------------------|--|
| <b>LRTP</b>           | Long Range Transportation Plan. A long range planning horizon of 20-25 years that provides a vision for how to invest in and improve the regional transportation infrastructure.   |
| <b>MAP-21</b>         | Moving Ahead for Progress in the 21 <sup>st</sup> Century.   |
| <b>MPO</b>            | Metropolitan Planning Organization. A federally mandated and funded transportation policymaking organization that is made up of representatives from local government and government transportation authorities.   |
| <b>NEPA</b>           | National Environmental Policy Act. A federal law that requires agencies that administer federally funded projects to assess environmental effects to their proposed actions prior to constructing highways, roadways or projects in public land.         |
| <b>NHFP</b>           | National Highway Freight Program.  |
| <b>NHPP</b>           | National Highway Performance Program.  |
| <b>NHS</b>            | National Highway System. Includes the Interstate Highway System and other roads important to the nation's economy, defense and mobility.   |
| <b>PBPP</b>           | Performance-Based Planning and Programming.  |
| <b>PE</b>             | Preliminary Engineering. Includes surveys, environmental analysis, and design.   |
| <b>PL</b>             | Planning. Determination of existing or future needs.   |
| <b>PPP</b>            | Public Participation Plan.   |
| <b>Reconstruction</b> | Rebuilding of an existing roadway.   |
| <b>Rehabilitation</b> | Pavement restoration, patching, heat scarifying, etc., of an existing roadway.   |
| <b>ROW</b>            | Right of Way. Acquisition of real property to make way for the construction of a highway project. Real property is a term that is used to describe land, easements, air or access rights, or the rights to control the use of land, such as leases.      |
| <b>RPWP</b>           | Rural Planning Work Program. The RPWP reflects rural transportation planning work tasks to be funded with federal, state, or local transportation funds. It also outlines the agency responsible for implementing various tasks included in the program. |
| <b>RR</b>             | Railroad.  |
| <b>RTAC</b>           | Regional Transportation Advisory Committee of the Appalachian Council of Governments.  |

|                            |   |
|----------------------------|---|
| <b>RTIP</b>                | Rural Transportation Improvement Program. A financially constrained, four year or more, list of upcoming transportation projects that identifies the schedule and the funding by Federal Fiscal Year in a Council of Government area.   |
| <b>RTP</b>                 | Recreational Trails Program.  |
| <b>RTPO</b>                | Regional Transportation Planning Organization, as defined by 23 CFR Part 450.   |
| <b>SAFETEA-LU</b>          | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.   |
| <b>SCDOT</b>               | The South Carolina Department of Transportation.  |
| <b>SHSP</b>                | Strategic Highway Safety Plan. A Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.   |
| <b>SIB</b>                 | The South Carolina State Infrastructure Bank. Created through the South Carolina Transportation Infrastructure Bank Act of 1997, the SIB exists to select and assist in financing major qualified projects by providing loans and other financial assistance for constructing and improving highway and transportation facilities necessary for public purposes including economic development. |
| <b>SPATS</b>               | Spartanburg Area Transportation Study. The Metropolitan Planning Organization for the urbanized areas of Spartanburg County.  |
| <b>SPR</b>                 | South Carolina Department of Transportation's State, Planning, and Research funds   |
| <b>STBGP</b>               | Surface Transportation Block Grant Program.   |
| <b>STIP</b>                | Statewide Transportation Improvement Program. A Federally required, financially constrained, four-year or more, list of upcoming statewide transportation projects that identifies the schedule and the funding by Federal Fiscal Year.   |
| <b>System Preservation</b> | Various projects to preserve, rehabilitate, or reconstruct an existing roadway.   |
| <b>TAP</b>                 | Transportation Alternatives Program.  |
| <b>TEA-21</b>              | Transportation Equity Act for the 21st Century.   |
| <b>Title VI</b>            | Title VI of the Civil Rights Act of 1964. No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.   |
| <b>USDOT</b>               | The United States Department of Transportation.   |
| <b>VMТ</b>                 | Vehicle Miles Traveled.   |

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## **I. INTRODUCTION AND BACKGROUND**

### **A. Purpose of the Rural Transportation Improvement Program (RTIP)**

The Rural Transportation Improvement Program (RTIP) is a staged, multi-year program of projects proposed for funding by federal, State, and local sources within the Appalachian Region of South Carolina. The 2021-2027 RTIP identifies roadway and transit projects programmed for construction within the next seven years. The 2021-2027 RTIP was developed by the Appalachian Council of Governments (ACOG) in cooperation with local governments, the South Carolina Department of Transportation (SCDOT), and local transportation agencies.

The RTIP is developed in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613) reaffirmed by the most recent transportation bill, the Bipartisan Infrastructure Law (BIL). The 2021-2027 RTIP was prepared under guidelines set forth in the Code of Federal Regulations (referenced above).

### **B. Understanding the Councils of Government Role**

Councils of Government in South Carolina have seen their role in regional transportation planning evolve from consulting on rural projects selected by SCDOT to a role similar to a Metropolitan Planning Organization (MPO) where COGs follow the federal transportation planning process. COGs are required to develop their own RTIP, Long Range Transportation Plan (LRTP), and Rural Planning Work Program (RPWP).

The fundamental change in the COG role began in 1997 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 MPOs. Rural Guideshares were allocated by COG regions based on rural population. Initially, SCDOT prepared a list of potential transportation needs based on travel, congestion, and safety data for each region in the state. The COGs consulted with member jurisdictions and added additional needs based on feedback. In 2003, the planning process was again modified to place the burden of project identification on the COGs in the form of a LRTP. The SCDOT Commission adopted the Statewide Multimodal Transportation Plan in 2003 to solidify the new process for establishing statewide priorities.

Today each COG has transportation functions similar to that of MPOs. Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established by the BIL.

### **C. Legal Requirements Impacting the RTIP**

The BIL describes the requirements of the RTIP in general terms. More specific requirements are contained in 23 CFR Part 450 and 49 CFR Part 613 of the Statewide and Metropolitan Planning Rules. This section summarizes those requirements and describes the methods through which they are met. All roadway and transit projects to be funded under Title 23 USC—The Federal-Aid for Highways Act and Title 49 USC—

The Federal Transit Act by the US Department of Transportation must be listed in the RTIP. All projects in this document that are proposed for federal funding were initiated in a manner consistent with the federal guidelines in Section 450, Subpart C, of Title 23 of the Code of Federal Regulations and Section 613, Subpart A, of Title 49 of the Code of Federal Regulations. The 2021-2027 RTIP has been developed in accordance with these requirements.

Federal regulations mandate that the metropolitan transportation planning process must include development of a TIP for the metropolitan planning area by the MPO in cooperation with the state department of transportation, local governments, and public transportation authorities. As was specified in the prior section, ACOG follows the same process as a federally designated MPO and thus considers these mandates fully applicable to the COG transportation planning process.

#### D. Relationship to the Transportation Planning Process

ACOG has the responsibility of preparing and maintaining three key elements of the regional planning process: the LRTP, the RTIP, and the RPWP. The 2021-2027 RTIP was developed through a coordinated process maintaining consistency with the planning documents listed below, in addition to the planning factors identified by federal regulations, which must be specifically considered by ACOG in developing transportation plans and programs. These planning factors are outlined in **Figure 1**. The relationship

**Figure 1. Transportation Planning Factors**

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 accessibility and mobility of people and 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;*
8. *Emphasize the preservation of the existing transportation system;*
9. *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and*
10. *Enhance travel and tourism.*

between the LRTP, the RTIP, and the RPWP is described below.

### **ACOG 2045 LRTP**

The ACOG 2045 LRTP is the defining vision or plan for rural transportation systems and services in the Appalachian Region of South Carolina. Serving as a guide for the expenditure of State and federal funds through the year 2045, the Plan addresses regional rural transportation needs that are identified through forecasting current and future travel demand, developing and evaluating system alternatives, and selecting those options which best meet the mobility needs of the region.

The 2045 LRTP is the product of a cooperative effort between local governments, regional MPOs, and SCDOT. The Plan was approved by the Regional Transportation Advisory Committee (RTAC) on October 19, 2022 and was developed in accordance with the planning requirements established in the BIL. The Plan is required to be updated at least every five years and will be updated again in FY 2027 to address changing regional conditions.

### **Rural Planning Work Program for Regional Transportation Planning**

The RPWP is the instrument for coordinating transportation and comprehensive planning in the ACOG region. This work program includes a description of proposed work submitted to State and federal agencies that are the financial sponsors of the Program, and it serves as a management tool for the participating entities. The RPWP describes the transportation and comprehensive planning efforts in the ACOG region over a two-year period and defines the functional and financial responsibilities of participating agencies. The RPWP was developed in accordance with the Metropolitan Planning Rules of the BIL.

## **E. Approval of the Rural Transportation Improvement Program**

The 2021-2027 RTIP was developed in coordination with and reviewed by technical and policy committees. Technical review was provided by the Regional Transportation Advisory Committee (RTAC). The RTAC consists of a representative from each county in the ACOG Region (Anderson, Cherokee, Greenville, Pickens, Oconee, and Spartanburg), ACOG planning staff, and SCDOT planning staff. The RTAC aided in the development of the criteria/processes used to evaluate and select projects included in the 2021-2027 RTIP. The committee also guided the refinement of programmed projects, which in turn provided input for the 2021-2027 RTIP. This committee serves as the technical body that recommends the RTIP for ACOG Board of Directors approval.

The 2021-2027 TIP was approved by the ACOG Board of Directors, the transportation policy body, on May 29, 2020. Members of the 44-member ACOG Board of Directors include elected officials and citizen representatives. Two-thirds of the members are local elected officials, including state legislators, county council members, and mayors or city council members. County councils appoint the remaining citizen and minority members, some of whom may also be elected officials.

## II. PUBLIC INVOLVEMENT

### A. Public Participation Plan

Engaging the public 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 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. ACOG has adopted a Public Participation Plan, which can be found on the ACOG website at [www.scacog.org](http://www.scacog.org).

### B. Title VI Compliance

Investments made in the RTIP 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:

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



### III. PROGRAM FUNDING AND PRIORITIZATION

The RTIP has been updated and/or reprioritized regularly since the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The metropolitan transportation planning/programming process provides for continual refinement of the TIP to make adjustments to projects as they near implementation. With enactment of ISTEA came new responsibilities for Metropolitan Planning Organizations (MPOs). Subsequent transportation bills, including the BIL, reconfirmed these responsibilities.

State departments of transportation share project selection authority with MPOs and COGs for certain transportation funding programs. ACOG is assigned project-level programming responsibilities for funding programs that focus on achieving the regional mobility in the ACOG region. SCDOT continues to select projects that focus on maintaining and improving the State and National Highway System both in urban and rural areas.

#### A. Transportation Funding Programs

The ACOG 2021-2027 RTIP is a financially constrained program. A financially constrained program indicates the total cost of the projects cannot exceed available funds. Establishing a budget is the first step in achieving a financially constrained STIP. The budget is based on the annual appropriations approved by Congress. Federal appropriation amounts are provided for the following categories:

- *National Highway Performance Program (NHPP)*
- *Surface Transportation Block Grant Program (STBGP)*
- *Highway Safety Improvement Program (HSIP)*
- *Railway-Highway Crossing Program (HSIP-R)*
- *Congestion Mitigation/Air Quality (CMAQ) – Not applicable in the ACOG Region*
- *Transportation Alternatives Program (TAP)*
- *Federal Transit Administration (FTA) programs*
- *Planning (SPR/PL)*

Additional federal funding may also be received through discretionary programs, or other programs not included in the core federal-aid appropriation, such as the Federal Lands Access Program (FLAP) and Appalachian Regional Commission (ARC).

## Rural and Urban System Upgrade (Guideshare) Program

Funds for road improvements are allocated by SCDOT through the Guideshare Program. The SCDOT Commission sets aside approximately \$138 million dollars of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and ten COGs based on population and vehicle miles of travel in each region. The Guideshare Program sets the annual budget for highway improvements within each MPO or COG (See [Table 1](#)), and total project costs in any given year normally cannot exceed the guideshare apportionment.

Road improvements may include constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Major maintenance improvements may also be included, such as resurfacing a road. However, minor maintenance activities such as patching potholes are not funded through ACOG, but are handled directly by SCDOT maintenance units.

The annual guideshare apportionment for ACOG is \$7.58 million. Of this amount, approximately \$1.7 million per year is devoted to debt service. SCDOT developed an innovative financing plan in 1998 to accelerate construction of many projects that were built between 1998 and 2007, and issued bonds to fund the plan. Debt service payments will continue through 2022 to retire the bonds that were issued to fund the accelerated construction program.

## Non-Guideshare Program

Projects that are funded on a statewide basis, through other federal programs, or through Congressional Earmarks are listed on the RTIP Financial Statement as "Non-guideshare projects," which means the projects are funded through other sources. Non-guideshare projects consist of the following (See [Figure 2](#)):

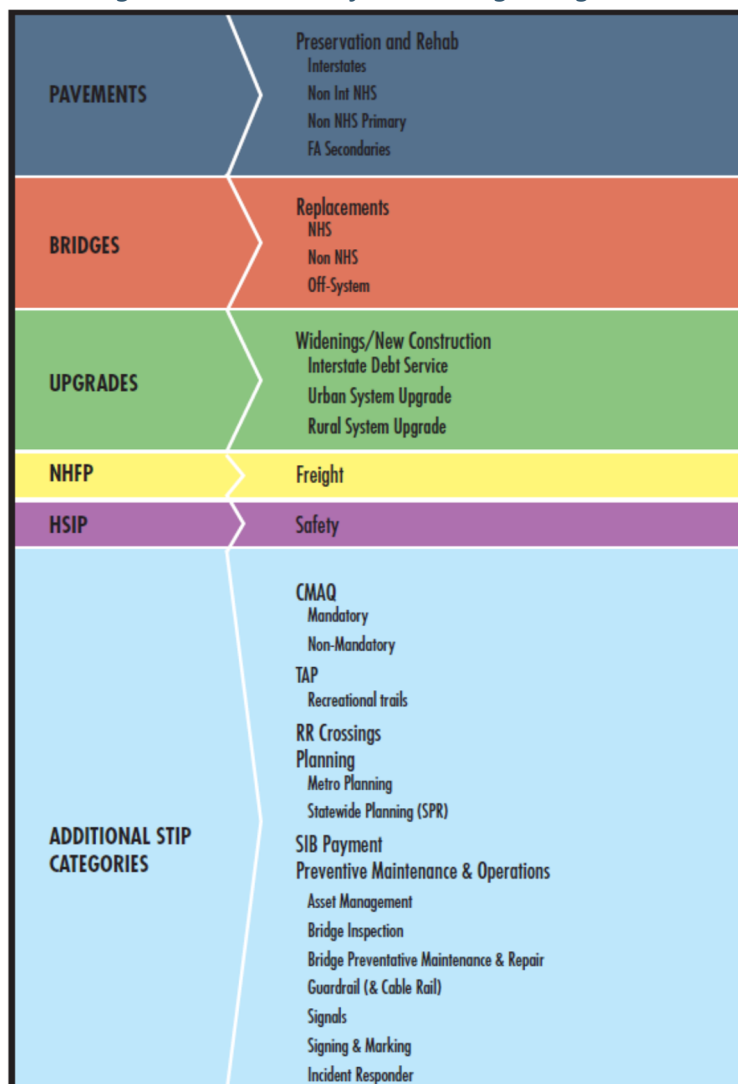
- **Pavements Program:** Reconstruction, rehabilitation and preservation of Primary Routes (US and SC) and state secondary routes eligible for federal funding.
- **Bridge Program:** Address structurally deficient or functionally obsolete bridges on the federal-aid system, with a portion of the funding required for use on bridges typically not eligible for federal funding (off-system).

**Table 1. MPO/COG Annual Guideshares**

| MPO/COG                  | Agency      | Annual Allocation    |
|--------------------------|-------------|----------------------|
| MPO                      | COATS       | \$19,199,714         |
| MPO                      | CHATS       | \$19,026,279         |
| MPO                      | GPATS       | \$18,077,921         |
| MPO                      | GSATS       | \$7,599,944          |
| <b>COG</b>               | <b>ACOG</b> | <b>\$7,579,497</b>   |
| COG                      | PDCOG       | \$6,622,076          |
| MPO                      | SPATS       | \$6,376,359          |
| COG                      | USCOG       | \$6,263,156          |
| MPO                      | RFATS       | \$6,035,144          |
| COG                      | LSCOG       | \$5,489,253          |
| COG                      | CCOG        | \$4,903,284          |
| MPO                      | LATS        | \$4,625,288          |
| MPO                      | ARTS        | \$3,593,769          |
| COG                      | SLCOG       | \$3,208,717          |
| COG                      | WCOG        | \$3,187,564          |
| MPO                      | FLATS       | \$3,107,082          |
| COG                      | CMCOG       | \$2,883,809          |
| MPO                      | ANATS       | \$2,815,237          |
| COG                      | LCCOG       | \$2,688,118          |
| MPO                      | SUATS       | \$2,536,368          |
| COG                      | BCDCOG      | \$2,181,422          |
| <b>TOTAL GUIDESHARES</b> |             | <b>\$138,000,001</b> |
| <b>MPO GUIDESHARES</b>   |             | <b>\$92,993,105</b>  |
| <b>COG GUIDESHARES</b>   |             | <b>\$45,006,896</b>  |

- **Freight Program:** Improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- **Safety Program:** Improve locations with statistically higher than average collision rate and/or severity rate (fatalities, injuries and property damage).
- **Congestion Mitigation and Air Quality (CMAQ):** Funding for projects that demonstrate reductions in ozone and particulate matter pollutants. Note: The ACOG region is in attainment and is not subject to non-attainment mitigation measures.
- **Transportation Alternatives Program (TAP):** Funding for bike and pedestrian projects selected by SCDOT Commission.
- **Recreational Trails Program (RTP):** Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.
- **RR Crossings:** Designed to identify deficient rail-highway grade crossings and upgrade warning devices when warranted.
- **Planning Program:** Funding for MPOs, COGs and SCDOT for eligible planning related projects and activities.
- **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.
- **Preventative Maintenance & Operations:** Consists of asset management contracts, bridge inspections, bridge preventative maintenance and repair, guardrail and cable rail, signals, signing and marking, and the incident responder program.

Figure 2. SCDOT Project Funding Categories



- **Infrastructure Maintenance Trust Fund (MTF):** In 2017, the South Carolina General Assembly passed legislation to increase the state gas tax by 12 cents by phasing in the increase at two cents per year for six years. The money generated by the gas tax is deposited into a new trust fund called the Infrastructure Maintenance Trust Fund, which combined with other federal and state funding, helps the SCDOT pay for its 10-year infrastructure plan.

### Federal Transit Administration

ACOG assists with the review, ranking, and recommending of projects in the rural and small urban areas of the Region for the FTA Section 5310 program. While SCDOT is the direct recipient of these funds, they rely on the state's COGs to prioritize projects. Other FTA funding categories may be shown in the RTIP, but ACOG has an administrative function in the 5310 program only. Below is a summary of FTA funding programs:

- **Section 5307 - Urbanized Area Formula Program:** Provides for the distribution of capital assistance and operating assistance (under specific guidelines) to transit operators in Urbanized Areas.
- **Section 5309 - Fixed Guideway Capital Investment Grant Program:** Provides Congressional discretionary funds for new transit start-ups, rail modernization, bus fleet, and other major transit projects (including Small Starts and New Starts Program).
- **Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program:** Provides transportation services for seniors and individuals with disabilities that increases mobility options through capital and limited operating assistance funds.
- **Section 5311 - Non-urbanized Area Formula Program:** Provides for the distribution of capital assistance and operating assistance to state agencies, local public bodies, nonprofit organizations, and operators of public transportation services outside Urbanized Areas.
- **Section 5337 - State of Good Repair Program:** Provides funding for the maintenance, rehabilitation, and replacement of capital assets used for rail transit and high intensity motor bus systems to ensure that public transit operates safely, efficiently, reliably, and sustainably.
- **Section 5339 - Bus and Bus Facilities Program:** Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

### B. Project Prioritization

In 2022, the Regional Transportation Advisory Committee (RTAC) met monthly to decide how to prioritize regional transportation funding. The first meeting focused on broad transportation categories. The RTAC determined that safety was the top priority in the region and should be prioritized. The Appalachian Regional Freight Mobility Plan identified corridor studies, road projects, and bridge replacements that the RTAC also felt critical to the continued economic success of the Upstate. A rural traffic signal program was discussed after several public meetings revealed the need for upgraded signals in rural areas. Lastly, the RTAC decided to evaluate the resurfacing of freight-critical roadways if in poor condition.



Figure 3. RTAC Strategic Funding Allocation



The resulting Funding Allocation strategically targets the three priorities identified through the FAST Act and reinforced through the recent passage of the BIL, which are Roadway Safety, Bridge & Pavement Condition, and System Performance.

### Safety Intersections

The first step of the project prioritization process was a consultation between ACOG staff and the SCDOT safety office for assistance. ACOG staff performed a cluster spatial analysis based on the 2015-2019 crash dataset and, with assistance from the SCDOT safety office, identified a first cut of 198 intersections. From there, ACOG staff utilized the most recent SCDOT Engineering Directive (ED-71) to prioritize the intersections further, which resulted in a list of 140 intersections. After consulting with each SCDOT District Engineering office and the statewide programmed project list, ACOG staff presented a final list of 129 intersection projects.

#### Safety Intersection Prioritization

1. Obtain 5 years of crash data from SCDOT Safety Office
2. Perform a Spatial Cluster Analysis in ArcGIS Pro to identify intersections where clusters of 15 or more crashes occurred within 250 feet of an intersection.
3. Take the list from Step 2 and evaluate based on ED-71. The directive selects intersections where fatal and serious injury crashes are greater than 25% of all crashes and then selects the Top 100 with the highest severity index (as defined in ED-71).
4. Cross-check the list from Step 3 with SCDOT District Engineering offices and the SCDOT Statewide Programmed Project list. Remove any duplicates.
5. Take the list from Step 4 and sort by crash rate to determine priority.

### Road Improvements and Resurfacings

The ACOG transportation program has included targeted resurfacings in the past, most recently the US 178 corridor in Anderson and Pickens Counties which programmed nearly 10 miles of resurfacing for a

major north-south corridor that connects Interstate 85 with Liberty and points east and west via U.S. Highway 123.

The RTAC sees value in strategically guiding resources to resurfacing corridors that have economic and mobility benefits to the region. The Appalachian Regional Freight Mobility Plan did not identify specific corridors for resurfacing and improvement; however, it did identify critical freight corridors in the region. The RTAC allocated a maximum of 18 percent of ACOG guideshares to resurfacing these critical corridors.

Upon first glance at pavement quality data, a large amount of roadways in poor condition immediately stand out. It is important to note that SCDOT, CTCs, and each county has resurfacing programs that prioritize these corridors for improvement and the RTAC recognizes this. It is strategically in the best interest of the region to improve roadways that provide critical connection to and mobility between freight generators and employment and population centers. The resurfacing projects selected by the RTAC were prioritized using SCDOT Engineering Directive 63 – Primary Pavement Improvement Project Prioritization Process.

#### **Road Improvements and Resurfacings Prioritization**

1. Obtain the most recent Pavement Quality Index (PQI) data from SCDOT.
2. Select corridors with a PQI of Fair or Poor.
3. Remove corridors from the list in Step 2 that are not on the Statewide Freight Corridor or the Appalachian Regional Freight Mobility Plan Freight Network.
4. Cross-check the list from Step 3 with SCDOT District Engineering offices and the SCDOT Statewide Programmed Project list. Remove any duplicates.
5. Rank the remaining corridors per ED-63. The directive assigns weights to PQI, the International Roughness Index (IRI), Average Daily Traffic (ADT), Percent Patching, Average Daily Truck Traffic (ADTT), Functional Classification (FC), and gives points if the corridor is on the state freight network, the strategic corridor network, or is on a state safety programs list. Each segment was ranked against the other selected segments. For example, the segment with the highest ADT was given a maximum score of 150 points. All other segments were scored based on ADT factor.

#### **Signals**

ACOG has never participated in a signalization program through its Guideshare funding, though it is common amongst regional MPO partners. Several comments throughout the public participation process focused on issues with signals, mainly in those areas adjacent to fast-growing urban areas. Nonetheless, the RTAC has seen and heard the need for a signalization program and will allocate six percent of annual Guideshares to the program. SCDOT will prioritize the signal improvements in accordance with signal prioritization directives.

## Corridor Studies

The Appalachian Regional Freight Mobility Plan identified eight corridor, planning, or engineering studies in the ACOG rural region. In addition, the Appalachian Regional Model update and a future Long Range Transportation Plan update is included. Prioritization of these studies is based on the Freight Plan prioritization and, in the case of the model update and LRTP update, based on when the items are required to be completed. It is understood and expected that additional projects will be recommended through these special studies. Newly identified projects will be ranked using the same criteria as the 2045 ACOG RL RTP has utilized. Projects that score high will be included into the Transportation Improvement Program (TIP) for programming.

## 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) of this section 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.”*

Act 114 lays out the framework for MPOs and COGs to evaluate and prioritize projects in their region. MPOs and COGs have the ability to add additional criteria with approval from SCDOT. For the 2021-2027 RTIP, ACOG used the basic formula outlined in [Table 2](#) to evaluate and rank regional projects that were selected in 2016.

**Table 2. ACOG Project Ranking Criteria, 2016 Projects**

| Criteria                       | Weight |
|--------------------------------|--------|
| Traffic Volume and Congestion  | 25%    |
| Traffic Status/Alignment       | 20%    |
| Safety                         | 20%    |
| Truck Traffic                  | 15%    |
| Economic Development Potential | 10%    |
| Environmental Concerns         | 10%    |

## C. RTIP Amendment Processes and Procedures

Due to the changing nature of projects as they move through the implementation process, the RTIP must be modified on occasion to accommodate new projects and changes to existing projects. These modifications, or amendments, are not routine. ACOG will consider such amendments when the circumstances prompting the change are compelling. Proposed changes will be reviewed by ACOG staff

before any actions are considered. All changes must follow ACOG policies and procedures for amending projects in the RTIP (Public Participation Process, Title VI, LRTP consistency, fiscal constraint, etc.) and must be consistent with the rules of the particular funding program involved.

Please note certain project amendments require collaboration with our State and federal review partners. The collaboration occurs through the STIP revision process. Therefore, amendment of the ACOG RTIP will follow the quarterly schedule established by SCDOT for revisions to the STIP.

ACOG may receive an amendment request to fund a new project during the RTIP cycle. 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 RTIP. When ACOG is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a RTIP amendment.

If ACOG is aware of new funding mechanisms, staff may alert sponsors of the funding mechanism and request that an amendment be initiated. However, generally it is the responsibility of the project sponsor to initiate amendment requests to add new funding, or make necessary modifications to project scope, cost and schedule, as conditions warrant. All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the RTIP. These projects may be added to the RTIP at any time, as long as procedures for doing so are consistent with federal requirements for RTIP development and approval.

In order to be consistent with the SCDOT's STIP Administration and Coordination Process, ACOG will use the following definitions when considering RTIP amendments:

### Amendments

Major updates that require ACOG RTAC approval, public comment, demonstration of fiscal constraint and approval of our State and federal partners. Amendments are defined as follows:

- ***Adding or Deleting Projects from the RTIP:*** All new federally funded projects or federally funded projects removed prior to completion must be approved under this Modification Policy.
- ***Cost/Funding Increases:*** An amendment is required for any cost/funding increases in excess of \$500,000 if a project is valued at \$5 million dollars or less; or increases in excess of 10% of the total project value if a project is valued greater than \$5 million dollars.
- ***Substantive Scope Changes:*** An amendment is required when major or substantive changes occur that may have citizen interest or policy implications. For example, modifications to the number of lanes, typical cross section, termini, and the like. Should the ACOG area be designated as non-attainment, all changes that require a re-demonstration of air quality conformity shall require an amendment.
- ***Funding Year Changes:*** An amendment is required to shift a phase of work beyond the first four years of the STIP (on a sliding window in the current/present fiscal year at the time of the amendment).



- **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner in excess of 25% requires an amendment (with the one exception noted in the Administrative Modification policy). In addition, changes in funding source require an amendment.

### Administrative Modifications (Corrections)

Minor updates that do not require ACOG RTAC approval or additional public involvement, but are included in RTIP revisions and fiscal constraint determination to our state and federal partners. Administrative Modifications are approved by ACOG's Executive Director (or designee) and the SCDOT Office of Statewide Planning. Administrative modifications are defined as follows:

Changes that do not impact the overall purpose of the project: Clerical errors or changes to LRTP reference may be approved administratively.

- **Cost/Funding Increases:** Any cost/funding increases less than \$500,000 if a project is valued at \$5 million dollars or less; or increases less than 10% of the total project value if a project is valued greater than \$5 million dollars, may be approved administratively.
- **Funding Year Changes:** Shifting a phase of work within the first four years of the STIP (on a sliding window in the current/present fiscal year at the time of the amendment) may be approved administratively.
- **Adjustment of Phases:** Combining or separating phases within a project that is part of an approved STIP may be approved administratively.
- **Changes in Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner up to 25% may be approved administratively.
- **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the next fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require an Amendment.

### Amendment or Administrative Modification Submittal

When staff receives a request for a RTIP amendment or modification, either from a local jurisdiction, transit provider or SCDOT, ACOG staff will determine based upon the aforementioned Modification Policy whether the request is an Amendment or an Administrative Modification.




If an Amendment is necessary, ACOG will advertise the RTIP amendment on its website for public comment at the designated ACOG RTAC meeting. If approved, staff will forward the amendment to SCDOT for inclusion into the STIP.

If an Administrative Modification is necessary, the implementing jurisdiction or agency and the ACOG staff must concur that the change is warranted and beneficial. ACOG's Executive Director (or designee) will approve the modification and forward all necessary documentation to SCDOT, who will in turn forward to our federal partners.

## IV. REGIONAL PERFORMANCE

Performance Based Planning and Programming is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for multimodal transportation systems and better assess progress towards achieving goals. The BIL requires various transportation agencies, including MPOs, COGs, and State DOTs to implement a performance-based approach in their planning and programming activities. As part of this performance-based approach, transportation agencies are required to set targets that address several performance measures established under 23 CFR Part 490, 49 U.S.C 5326(c), and 49 U.S.C. 5329 (d). Selection of these performance targets must be in accordance with the appropriate target setting framework established under 23 CFR 490, and must be coordinated with relevant State(s) and public transportation providers to the maximum extent practicable. Furthermore, ACOG is required to establish performance targets, and track progress towards target achievement, for the performance measures shown in [Figure 4](#).

Figure 4. Performance Measures

| PM1   | PM2  | PM3  |
|---|--|--|
|   |    |    |
| <b>Safety</b>   | <b>Pavement Condition</b>  | <b>NHS Travel Time Reliability</b>   |
| <ul style="list-style-type: none"> <li>• Total number of traffic related fatalities on all public roads</li> <li>• Rate of traffic related fatalities on all public roads per 100 million VMT</li> <li>• Total number of traffic related serious injuries on all public roads</li> <li>• Rate of traffic related serious injuries on all public roads per 100 million</li> <li>• VMT Total number of non-motorized fatalities and serious injuries on all public roads</li> </ul> | <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 the non-interstate National Highway System in Good condition</li> <li>• Percentage of the non-interstate National Highway System in Poor condition</li> </ul> | <ul style="list-style-type: none"> <li>• Percent of the Person-Miles Traveled on the Interstate that are reliable</li> <li>• Percent of the Person Miles Traveled on the Non-Interstate National Highway System that are reliable</li> </ul> |
|   | <b>Bridge Condition</b>  | <b>Freight Reliability</b>   |
|   | <ul style="list-style-type: none"> <li>• Percentage of National Highway System bridges classified as in Good condition</li> <li>• Percentage of National Highway System bridges classified as in Poor condition</li> </ul>   | <ul style="list-style-type: none"> <li>• Percentage of Interstate System mileage providing reliable truck travel time</li> </ul>   |
|   |  | <b>Traffic Congestion Management</b>   |
|   |  | <ul style="list-style-type: none"> <li>• Annual hours of peak hour excessive delay per capita</li> <li>• Percentage of non-single occupancy vehicle travel</li> </ul>  |

## A. Safety (PM1)

ACOG adopted SCDOT's statewide safety targets for all public roads. The latest five-year average safety statistics for ACOG (See [Table 3](#)) indicate 72 fatalities, 2.272 fatality rate, 182 serious injuries, 5.75 serious injury rate, and 15.4 fatality/serious injury for non-motorized users. Based on analysis by the SCDOT safety office, roadway departures and fixed objects are significant factors involved in fatal and serious injury crashes in the ACOG study area. Countermeasures that can be applied to reduce roadway departures include: paved shoulders, rumble strips, adequate clear zones, cable guardrails, enhanced signalization, pavement friction and horizontal curve improvements. These countermeasures will be encouraged on all newly programmed projects, and specifically on those projects where crash data show a high number of roadway departures and/or fixed object collisions. ACOG currently includes 23 intersection-level projects in its RTIP and each project incorporates at least one of the aforementioned countermeasures. Based on these investments, ACOG hopes to see a decrease in the severe injury and non-motorized fatality and serious injury rates during the 2019-2023 reporting period.

**Table 3. Safety Targets Baselines (2019-2023 Rolling Average)**

|                      | Traffic Fatalities | Mileage Death Rate* | Severe Injuries | Mileage Severe Injury Rate* | Non-Motorized Fatalities and Severe Injuries |
|----------------------|--------------------|---------------------|-----------------|-----------------------------|--|
| <b>SC Baseline</b>   | 1058.0             | 1.880               | 2859.0          | 5.073                       | 458.0  |
| <b>SC Targets**</b>  | 1119.0             | 1.940               | 2868.0          | 4.960                       | 485.0  |
| <b>ACOG Baseline</b> | 72.0               | 2.272               | 181.6           | 5.750                       | 15.4   |

\* Per 100 million vehicle miles of travel

\*\* Targets based on 2019-2023 rolling average

## B. Infrastructure Condition (PM2)

ACOG adopted SCDOT's statewide pavement and bridge condition targets for the interstate and NHS. Currently, interstate pavement condition within the ACOG area (See [Table 4](#)) is measured as 79.6% in good condition and 0.4% in poor condition, while the NHS pavement condition is 2.4% in good condition and 73.5% in poor condition. ACOG has traditionally included resurfacing as part of its Guidesshare program. The current 2021-2027 RTIP cycle includes four dedicated resurfacing projects, two on US 178 in both Anderson and Pickens Counties and two on US 123 in Oconee County that will improve 20 miles of non-interstate NHS roadway in the study area. Based on SCDOT processes for selecting pavement improvement projects, including the types of projects, such as reconstruction, rehabilitation, and preservation, coupled with the ACOG Guidesshare resurfacing program, ACOG anticipates improvements to the %-good and reductions to the %-poor on both the interstate and NHS pavements.

**Table 4. Interstate and Non-Interstate NHS Pavement Condition Targets**

| Pavement Target | Interstate |        | Non-Interstate NHS |        |
|-----------------|------------|--------|--------------------|--------|
|                 | % Good     | % Poor | % Good             | % Poor |
| 2-Year          | NA         | NA     | 14.9%              | 4.3%   |
| 4-Year          | 71.0%      | 3.0%   | 21.1%              | 4.6%   |

The current bridge condition on the interstate/NHS within the ACOG area (See [Table 5](#)) is measured as 59.2% bridge deck area in good condition and 6% bridge deck area in poor condition. SCDOT and ACOG have approved a total of ten bridge rehabilitation and replacement projects in the region: two non-Interstate NHS bridge projects, four Interstate bridge projects and two non-Interstate non-NHS projects. Based on the current project delivery schedule, only one of the non-Interstate NHS bridge projects will be completed within the 2018-2021 performance period. As a result, the bridge projects within the ACOG study area will have a negligible impact on the two and four year statewide bridge targets.

**Table 5. NHS Bridge Condition Targets**

| NHS Bridge Target | By Deck Area |        |
|-------------------|--------------|--------|
|                   | % Good       | % Poor |
| 2-Year            | 42.2%        | 4.0%   |
| 4-Year            | 42.7%        | 6.0%   |

### C. System Performance and Freight (PM3)

ACOG adopted SCDOT's statewide reliability targets for person miles traveled on the interstate system and NHS as well as truck travel time reliability on the interstate system (See [Table 6](#)). A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT). According to the Appalachian Regional Model (ARM), VMT growth is projected to increase at 1% per year on the interstate and 0.75% per year on the NHS within the region. Currently, the interstate system within the ACOG region is 100% reliable, while the NHS is approximately 94% reliable. Most of the congested portion of I-85 and I-26 are located in MPO areas; hence the reason reliability is 100% in the ACOG study area. ACOG will be completing a regional freight mobility study in 2020, which will likely identify several regional projects anticipated to increase congestion reliability indices. As a result, no impact is expected from ACOG projects on the four year statewide NHS reliability target. It is expected that any new projects identified as part of the regional freight study will be programmed and will impact PM3 measures in the future.

Table 6. Travel Time Reliability and Truck Time Reliability Targets

| TRAVEL TIME RELIABILITY TARGETS |            |                    | TRUCK TIME RELIABILITY TARGETS |                                     |
|---------------------------------|------------|--------------------|--------------------------------|-------------------------------------|
| Reliability Target              | Interstate | Non-Interstate NHS | Reliability Target             | Truck Travel Time Reliability Index |
| 2-Year                          | 91.0%      | N/A                | 2-Year                         | 1.36                                |
| 4-Year                          | 90.0%      | 81.0%              | 4-Year                         | 1.45                                |

## V. FINANCIAL PLAN

According to the Metropolitan Planning regulations reaffirmed under the Bipartisan Infrastructure Law (BIL) (23 CFR Part 450.326(j)), the Transportation Improvement Program (TIP) “...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.”

The financial plan of the 2021-2027 RTIP was developed by ACOG in cooperation with SCDOT, local transportation agencies, and local government entities. Each funding program is financially balanced against available funds for FY 2021 through FY 2027. Through financial constraint, the RTIP becomes a program of committed projects designed to achieve regional mobility and improved air quality, while addressing the economic and environmental goals of the region. In essence, the RTIP serves as the region’s spending plan for federal and State transportation improvement funding.

The first step in demonstrating financial constraint of the RTIP is to determine the amount of funds expected to be allocated to the region each year, which for ACOG consists of Rural and Urban System Upgrade (Guideshare) Funds allocated from SCDOT. Unspent carryover funds from prior years are then added to the available balance for each year, if applicable. Next, the transportation priorities are determined and projects are programmed, while maintaining a seven-year financial constraint. The prioritization of projects is carried out in an open and cooperative forum between funding recipients, SCDOT, transportation agencies, and ACOG.

The RTIP conforms to all FHWA and Office of Management and Budget (OMB) Year of Expenditure (YOE) and Total Project Costs (TPC) requirements for budgetary constraint. Therefore, resources have been identified and are available to fund the projects included in these fiscal years.



APPALACHIAN COG RURAL TRANSPORTATION IMPROVEMENT PROGRAM - FY 2021-2027 FINANCIAL STATEMENT  
GUIDESHARE PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S

09/22/22

| DOLLAR AMOUNTS REPORTED IN 1,000'S                    |         |          |                 |       |               |         | FY 2021-2027 RTIP |         |         |         |         |         |         |                       | 09/22/22               |
|---|---------|----------|-----------------|-------|---------------|---------|-------------------|---------|---------|---------|---------|---------|---------|-----------------------|------------------------|
| PROJECT   | PIN NO. | PRIORITY | FEDERAL PROGRAM | PHASE | PRIOR FUNDING | FY 2020 | FY 2021           | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | RTIP COST (2021-2027) | REMAINING COST (2028+) |
| SPECIAL STUDIES                                       |         |          |                 |       |               |         |                   |         |         |         |         |         |         |                       |                        |
| APPALACHIAN REGIONAL MODEL UPDATE                     |         |          |                 | PL    |               |         |                   |         | \$200   |         |         | \$200   |         | \$400                 |                        |
| ACOG RURAL LRTP UPDATE                                |         |          |                 | PL    |               |         |                   |         |         |         |         |         | \$250   | \$250                 |                        |
| U.S. HIGHWAY 29 CORRIDOR STUDY - ANDERSON CO.         |         |          |                 | PL    |               |         |                   |         | \$450   |         |         |         |         | \$450                 |                        |
| SC 105 TRUCK MOVEMENT STUDY - CHEROKEE CO.            |         |          |                 | PL    |               |         |                   |         |         | \$75    |         |         |         | \$75                  |                        |
| U.S. 29 CORRIDOR STUDY - CHEROKEE CO.                 |         |          |                 | PL    |               |         |                   |         |         |         | \$150   |         |         | \$150                 |                        |
| U.S. 29 WEIGH-IN-MOTION STUDY - ANDERSON CO.          |         |          |                 | PL    |               |         |                   |         |         |         |         | \$50    |         | \$50                  |                        |
| U.S. 123 CORRIDOR STUDY - OCONEE CO.                  |         |          |                 | PL    |               |         |                   |         |         |         |         |         | \$150   | \$150                 |                        |
| I-85 AT WHITFIELD ROAD INTERCHANGE STUDY - OCONEE CO. |         |          |                 | PL    |               |         |                   |         |         |         |         |         | \$50    | \$50                  |                        |
| REGION  |         |          |                 |       |               |         |                   |         |         |         |         |         |         |                       |                        |
| RURAL SIGNALIZATION PROGRAM                           |         |          |                 | CON   |               |         |                   |         | \$430   | \$430   | \$430   | \$430   | \$430   | \$2,150               |                        |
| ANDERSON COUNTY                                       |         |          |                 |       |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                             | P038852 | 11       | STBGP           | PL    |               | \$100   |                   |         |         |         |         |         |         |                       |                        |
| SC 28 (ABBEVILLE HWY) AT                              |         |          |                 | PE    |               |         |                   | \$300   |         |         |         |         |         | \$300                 |                        |
| SC 185 (DUE WEST HWY)                                 |         |          |                 | ROW   |               |         |                   |         |         | \$200   |         |         |         | \$200                 |                        |
|   |         |          |                 | CON   |               |         |                   |         |         |         | \$1,000 |         |         | \$1,000               |                        |
| INTERSECTION IMPROVEMENTS                             | P030909 | 5        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| US 76 (CLEMSON HWY) AT                                |         |          |                 | PE    | \$400         |         |                   |         |         |         |         |         |         |                       |                        |
| S-60 (WELPINE RD)                                     |         |          |                 | ROW   |               |         |                   |         | \$450   |         |         |         |         | \$450                 |                        |
|   |         |          |                 | CON   |               |         |                   |         |         | \$3,500 |         |         |         | \$3,500               |                        |
| INTERSECTION IMPROVEMENTS                             | P039472 | 12       | STBGP           | PL    |               | \$70    |                   |         |         |         |         |         |         |                       |                        |
| S-97 (DALRYMPLE RD) AT                                |         |          |                 | PE    |               |         |                   |         |         |         |         |         |         |                       |                        |
| L-568 (SCOTTS BRIDGE RD)                              |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|   |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                             | P030834 | 2        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| US 29 AT  |         |          |                 | PE    | \$300         |         |                   |         |         |         |         |         |         |                       |                        |
| S-146 (BOWLAN RD)/S-133 (OLD WILLIAMSTON RD)          |         |          |                 | ROW   |               |         |                   |         | \$500   |         |         |         |         | \$500                 |                        |
|   |         |          |                 | CON   |               |         |                   |         |         | \$3,500 |         |         |         | \$3,500               |                        |
| RESURFACING   | P030831 | 1        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| US 178  |         |          |                 | PE    | \$500         |         |                   |         |         |         |         |         |         |                       |                        |
| PICKENS COUNTY LINE TO S-58 (ROGERS RD/LEVI SMITH RD) |         |          |                 | ROW   |               |         |                   |         | \$50    |         |         |         |         | \$50                  |                        |
| SAFETY SECTION/MAINTENANCE RESURFACING                |         |          |                 | CON   |               |         |                   |         |         | \$9,000 |         |         |         | \$9,000               |                        |
| INTERSECTION IMPROVEMENTS                             |         | 10       | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 252 AT   |         |          |                 | PE    |               |         |                   |         |         |         |         | \$2,000 |         | \$2,000               |                        |
| WRIGHT SCHOOL RD                                      |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|   |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |

DOLLAR AMOUNTS REPORTED IN 1,000'S

|  |         |          |                 |       |               |         | FY 2021-2027 RTIP |         |         |         |         |         |         |                       | 09/22/22               |
|--|---------|----------|-----------------|-------|---------------|---------|-------------------|---------|---------|---------|---------|---------|---------|-----------------------|------------------------|
| PROJECT  | PIN NO. | PRIORITY | FEDERAL PROGRAM | PHASE | PRIOR FUNDING | FY 2020 | FY 2021           | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | RTIP COST (2021-2027) | REMAINING COST (2028+) |
| C H E R O K E E   C O U N T Y                      |         |          |                 |       |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                          | P038851 | 10       | STBGP           | PL    |               | \$150   |                   |         |         |         |         |         |         |                       |                        |
| SC 150 (S LIMESTONE ST) AT A-111 (W O'NEAL ST) AND |         |          |                 | PE    |               |         |                   | \$350   |         |         |         |         |         | \$350                 |                        |
| SC 150 (PACOLET HWY) AT S-111 (E O'NEAL ST)        |         |          |                 | ROW   |               |         |                   |         |         | \$250   |         |         |         | \$250                 |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         | \$750   |         |         | \$750                 |                        |
| INTERSECTION IMPROVEMENTS                          | P029835 | 4        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| S-61 (OLD POST RD) AT                              |         |          |                 | PE    | \$1,000       |         |                   |         |         |         |         |         |         |                       |                        |
| SC 11  |         |          |                 | ROW   |               |         | \$600             |         |         |         |         |         |         | \$600                 |                        |
|  |         |          |                 | CON   |               |         |                   | \$3,100 |         |         |         |         |         | \$3,100               |                        |
| INTERSECTION IMPROVEMENTS                          |         | 4        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 150 AT  |         |          |                 | PE    |               |         |                   |         | \$2,000 |         |         |         |         | \$2,000               |                        |
| GRASSY POND RD                                     |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| RAIL CROSSING IMPROVEMENTS                         |         | 5        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| HAMRICK ST   |         |          |                 | PE    |               |         |                   |         |         | \$375   |         |         |         | \$375                 |                        |
| RAIL CROSSING IMPROVEMENT                          |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                          |         | 6        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| US 29 AT   |         |          |                 | PE    |               |         |                   |         |         | \$2,000 |         |         |         | \$2,000               |                        |
| FLOYD BAKER BLVD                                   |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| RAIL CROSSING IMPROVEMENTS                         |         | 8        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| ISLAND FORD ST                                     |         |          |                 | PE    |               |         |                   |         |         |         | \$25    |         |         | \$25                  |                        |
| RAIL CROSSING IMPROVEMENT                          |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                          |         | 8        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 18 AT   |         |          |                 | PE    |               |         |                   |         |         |         | \$2,000 |         |         | \$2,000               |                        |
| CONCORD RD   |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                          |         | 9        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 105 AT  |         |          |                 | PE    |               |         |                   |         |         |         |         | \$2,000 |         | \$2,000               |                        |
| E ONEAL ST   |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                          |         | 13       | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 18 AT   |         |          |                 | PE    |               |         |                   |         |         |         |         |         | \$2,000 | \$2,000               |                        |
| CORINTH RD   |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| G R E E N V I L L E   C O U N T Y                  |         |          |                 |       |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                          |         | 2        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 414 AT  |         |          |                 | PE    |               |         |                   |         | \$2,000 |         |         |         |         | \$2,000               |                        |
| BLACKWELL RD                                       |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|  |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |

DOLLAR AMOUNTS REPORTED IN 1,000'S

|   |         |          |                 |       |               |         | FY 2021-2027 RTIP |         |         |         |         |         |         |                       | 09/22/22               |
|---|---------|----------|-----------------|-------|---------------|---------|-------------------|---------|---------|---------|---------|---------|---------|-----------------------|------------------------|
| PROJECT   | PIN NO. | PRIORITY | FEDERAL PROGRAM | PHASE | PRIOR FUNDING | FY 2020 | FY 2021           | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | RTIP COST (2021-2027) | REMAINING COST (2028+) |
| O C O N E E C O U N T Y                             |         |          |                 |       |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                           | P031970 | 9        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| S-37 (JP STEVENS RD) AT S-37 (W CHERRY RD) AND      |         |          |                 | PE    | \$500         |         |                   |         |         |         |         |         |         |                       |                        |
| S-65 (JP STEVENS RD) @ S-65 (MARTIN CREEK RD)       |         |          |                 | ROW   |               |         |                   |         | \$500   |         |         |         |         | \$500                 |                        |
|   |         |          |                 | CON   |               |         |                   |         |         | \$2,500 |         |         |         | \$2,500               |                        |
| INTERSECTION IMPROVEMENTS                           | P031964 | 6        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 24 (WEST OAK HWY) AT                             |         |          |                 | PE    | \$500         |         |                   |         |         |         |         |         |         |                       |                        |
| SC 182 (OAKWAY RD)/S-116 (OAK CREEK RD)             |         |          |                 | ROW   |               |         |                   | \$350   |         |         |         |         |         | \$350                 |                        |
|   |         |          |                 | CON   |               |         |                   | \$1,800 |         |         |         |         |         | \$1,800               |                        |
| INTERSECTION IMPROVEMENTS                           | P031969 | 8        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 59 AT  |         |          |                 | PE    | \$1,000       |         |                   |         |         |         |         |         |         |                       |                        |
| SC 182/SC 245                                       |         |          |                 | ROW   |               |         |                   | \$1,000 |         |         |         |         |         | \$1,000               |                        |
|   |         |          |                 | CON   |               |         |                   |         | \$2,500 |         |         |         |         | \$2,500               |                        |
| BRIDGE REHABILITATION                               |         | 7        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| ANDREW PICKENS SCENIC HWY AND WHITFIELD RD          |         |          |                 | PE    |               |         |                   |         |         |         | \$1,500 |         |         | \$1,500               |                        |
| BRIDGE REHABILITATION                               |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|   |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                           |         | 11       | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 11 AT  |         |          |                 | PE    |               |         |                   |         |         |         |         |         | \$2,000 | \$2,000               |                        |
| MOUNTAIN RD   |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|   |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| INTERSECTION IMPROVEMENTS                           |         | 12       | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| SC 59 AT  |         |          |                 | PE    |               |         |                   |         |         |         |         |         | \$2,000 | \$2,000               |                        |
| WELLS HWY   |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
|   |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| RESURFACING   |         | 1        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| US 123  |         |          |                 | PE    |               |         |                   |         |         | \$1,500 |         |         |         | \$1,500               |                        |
| N WALNUT ST TO SC 130 (0.77 MI)                     |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
| SAFETY SECTION/MAINTENANCE RESURFACING/INTERSECTION |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |
| RESURFACING   |         | 2        | STBGP           | PL    |               |         |                   |         |         |         |         |         |         |                       |                        |
| US 123  |         |          |                 | PE    |               |         |                   |         |         |         |         | \$7,500 |         | \$7,500               |                        |
| GA LINE TO DIXON RD (5 MI)                          |         |          |                 | ROW   |               |         |                   |         |         |         |         |         |         |                       |                        |
| SAFETY SECTION/MAINTENANCE RESURFACING/             |         |          |                 | CON   |               |         |                   |         |         |         |         |         |         |                       |                        |

DOLLAR AMOUNTS REPORTED IN 1,000'S

| DOLLAR AMOUNTS REPORTED IN 1,000'S  |         |          |                 |       |               |           | FY 2021-2027 RTIP |           |            |            |           |            |           |                       | 09/22/22                |
|---|---------|----------|-----------------|-------|---------------|-----------|-------------------|-----------|------------|------------|-----------|------------|-----------|-----------------------|-------------------------|
| PROJECT   | PIN NO. | PRIORITY | FEDERAL PROGRAM | PHASE | PRIOR FUNDING | FY 2020   | FY 2021           | FY 2022   | FY 2023    | FY 2024    | FY 2025   | FY 2026    | FY 2027   | RTIP COST (2021-2027) | REMAININ G COST (2028+) |
| P I C K E N S   C O U N T Y   |         |          |                 |       |               |           |                   |           |            |            |           |            |           |                       |                         |
| RESURFACING   | P038350 | 2        | STBGP           | PL    |               |           |                   |           |            |            |           |            |           |                       |                         |
| US 178  |         |          |                 | PE    | \$500         |           |                   |           |            |            |           |            |           |                       |                         |
| GPATS BOUNDARY TO ANDERSON COUNTY LINE  |         |          |                 | ROW   |               |           |                   | \$50      |            |            |           |            |           | \$50                  |                         |
| SAFETY SECTION/MAINTENANCE RESURFACING  |         |          |                 | CON   |               |           |                   |           | \$4,000    |            |           |            |           | \$4,000               |                         |
| INTERSECTION IMPROVEMENTS   |         | 5        | STBGP           | PL    |               |           |                   |           |            |            |           |            |           |                       |                         |
| SC 11 AT  |         |          |                 | PE    |               |           |                   |           |            | \$2,000    |           |            |           | \$2,000               |                         |
| S SALUDA RD   |         |          |                 | ROW   |               |           |                   |           |            |            |           |            |           |                       |                         |
|   |         |          |                 | CON   |               |           |                   |           |            |            |           |            |           |                       |                         |
| INTERSECTION IMPROVEMENTS   |         | 7        | STBGP           | PL    |               |           |                   |           |            |            |           |            |           |                       |                         |
| SC 11 AT  |         |          |                 | PE    |               |           |                   |           |            |            | \$2,000   |            |           | \$2,000               |                         |
| LITTLE EASTATOE RD  |         |          |                 | ROW   |               |           |                   |           |            |            |           |            |           |                       |                         |
|   |         |          |                 | CON   |               |           |                   |           |            |            |           |            |           |                       |                         |
| S P A R T A N B U R G   C O U N T Y   |         |          |                 |       |               |           |                   |           |            |            |           |            |           |                       |                         |
| INTERSECTION IMPROVEMENTS   | P030724 | 3        | STBGP           | PL    |               |           |                   |           |            |            |           |            |           |                       |                         |
| US 176 (MAIN ST) AT   |         |          |                 | PE    | \$150         |           |                   |           |            |            |           |            |           |                       |                         |
| SC 357 (DEPOT ST/HOLLY SPRINGS RD)  |         |          |                 | ROW   |               | \$300     |                   |           |            |            |           |            |           |                       |                         |
|   |         |          |                 | CON   |               |           |                   | \$1,000   |            |            |           |            |           | \$1,000               |                         |
| INTERSECTION IMPROVEMENTS   |         | 1        | STBGP           | PL    |               |           |                   |           |            |            |           |            |           |                       |                         |
| SC 49 AT  |         |          |                 | PE    |               |           |                   |           | \$2,000    |            |           |            |           | \$2,000               |                         |
| SC 56   |         |          |                 | ROW   |               |           |                   |           |            |            |           |            |           |                       |                         |
|   |         |          |                 | CON   |               |           |                   |           |            |            |           |            |           |                       |                         |
| INTERSECTION IMPROVEMENTS   |         | 3        | STBGP           | PL    |               |           |                   |           |            |            |           |            |           |                       |                         |
| SC 11 AT  |         |          |                 | PE    |               |           |                   |           | \$2,000    |            |           |            |           | \$2,000               |                         |
| PEACHTREE RD  |         |          |                 | ROW   |               |           |                   |           |            |            |           |            |           |                       |                         |
|   |         |          |                 | CON   |               |           |                   |           |            |            |           |            |           |                       |                         |
| GUIDESHARE ALLOCATION   |         |          |                 |       |               | \$7,579   | \$7,579           | \$8,691   | \$8,691    | \$8,691    | \$8,691   | \$8,691    | \$8,691   | \$59,725              |                         |
| CARRYOVER   |         |          |                 |       |               | \$17,448  | \$22,647          | \$27,861  | \$28,602   | \$20,213   | \$3,574   | \$4,410    | \$921     | \$22,647              |                         |
| PROPOSED ADVANCEMENT (SCDOT)  |         |          |                 |       |               |           |                   |           |            |            |           |            |           |                       |                         |
| DEBT SERVICE  |         |          |                 |       |               | (\$1,760) | (\$1,765)         |           |            |            |           |            |           | (\$1,765)             |                         |
| PAYBACK (SCDOT)   |         |          |                 |       |               |           |                   |           |            |            |           |            |           |                       |                         |
| GUIDESHARE AVAILABLE FOR PROJECTS   |         |          |                 |       |               | \$23,267  | \$28,461          | \$36,552  | \$37,293   | \$28,904   | \$12,265  | \$13,101   | \$9,612   | \$80,607              |                         |
| GUIDESHARE ALLOCATED TO PROJECTS  |         |          |                 |       |               | (\$620)   | (\$600)           | (\$7,950) | (\$17,080) | (\$25,330) | (\$7,855) | (\$12,180) | (\$6,880) | (\$77,875)            |                         |
| BALANCE   |         |          |                 |       |               | \$22,647  | \$27,861          | \$28,602  | \$20,213   | \$3,574    | \$4,410   | \$921      | \$2,732   | \$2,732               |                         |
| KEY: PL: PLANNING/FEASIBILITY, PE: ENGINEERING DESIGN AND ENVIRONMENTAL ANALYSIS, ROW: RIGHT-OF-WAY AQISITION, CON: CONSTRUCTION, AD: ADMINISTRATION, CA: CAPITAL, FC: TRANSIT FACILITY CONSTRUCTION, VA: TRANSIT VEHICLE ACQUISITION, PS: TRANSIT PURCHASE OF SERVICE, OP: OPERATIONS, O: OTHER, |         |          |                 |       |               |           |                   |           |            |            |           |            |           |                       |                         |
| SCDOT CHANGES ARE HIGHLIGHTED IN <b>YELLOW</b>  |         |          |                 |       |               |           |                   |           |            |            |           |            |           |                       |                         |
| ACOG DRAFT CHANGES ARE HIGHLIGHTED IN <b>BLUE</b>   |         |          |                 |       |               |           |                   |           |            |            |           |            |           |                       |                         |

KEY: PL: PLANNING/FEASIBILITY, PE: ENGINEERING DESIGN AND ENVIRONMENTAL ANALYSIS,  
ROW: RIGHT-OF-WAY AQUISITION, CON: CONSTRUCTION, AD: ADMINISTRATION, CA: CAPITAL,  
FC: TRANSIT FACILITY CONSTRUCTION, VA: TRANSIT VEHICLE ACQUISITION,  
PS: TRANSIT PURCHASE OF SERVICE, OP: OPERATIONS, O: OTHER,

SCDOT CHANGES ARE HIGHLIGHTED IN **YELLOW**  
ACOG DRAFT CHANGES ARE HIGHLIGHTED IN **BLUE**

## VI. PROJECT LISTINGS

**Appendix A** details the individual RTIP Guideshare projects, including the RTIP project number, SCDOT project identification number (PIN), lead agency, county, termini (when applicable), total cost, project description, and fiscal year phase and funding breakdowns. When possible, there are maps associated with the projects. TIP projects are broken into the following three categories:

**Rural System Upgrade (Guideshare) Projects**—Rural Guideshare is the federal-aid funding allocation to COGs. These funds can be used for highway, bicycle and pedestrian facilities, transit, or planning projects.

**Non-Guideshare Projects**—This section details projects submitted by SCDOT. The funding sources in this section are primarily STBGP, HSP, and NHP. Where a match is required, SCDOT provides that match.

**Transit Projects**—This section details FTA funded transit projects in the region. Funding categories include 5307, 5309, 5310, 5337, 5339, and SMTF.

**Table 7. Project Phases of Work**

| Project Phase                | Project Phase Description   |
|------------------------------|---|
| Planning/Feasibility (PL)    | Development of transportation related plan or study <u>or</u> Feasibility Report (FR) phase of project development.   |
| Preliminary Engineering (PE) | Preliminary engineering NEPA and design work, according to accepted engineering practices, after approval of the environmental document.                                    |
| Right-of-Way (ROW)           | Development of ROW plans, advertising for bids or commencement of work by the Agency, real property acquisition, temporary and permanent easements, and utility relocation. |
| Construction (CON)           | Work by the agency or contractor(s) to construct the project, possibly including utility relocation.  |
| Administration (AD)          | Project administrative costs (FTA).   |
| Capital (CA)                 | Eligible capital projects (FTA).  |
| Facility Construction (FC)   | Construction of new transit facilities (FTA).   |
| Vehicle Acquisition (VA)     | Funds for new transit vehicles (FTA).   |
| Purchase of Service (PS)     | Acquisition of public transportation services (FTA).  |
| Operations (OP)              | Transit-related operations expenses (FTA).  |
| Other (O)                    | Other.  |

**Project Information**

Year which the project is expected to be completed:

Name of the project:

Extent of the project:

Description of the project, including the type of improvements:

Project number assigned by SCDOT:

City in which project will be implemented:

Project Rank in ACOG Long Range Plan:

County in which project will be implemented:

Agency responsible for the project:

Length of the project:

Total cost of completing the project, inclusive of all phases:

Performance measures the project supports:

Federal Performance Measures:

Fiscal Year:

Phase of Work:

Federal Program:

Total Funds:

Federal Funds:

State Funds:

Local Funds:

Total of Previous Year TIP Cost:

Total 2021-2027 TIP Cost:

Project Notes:

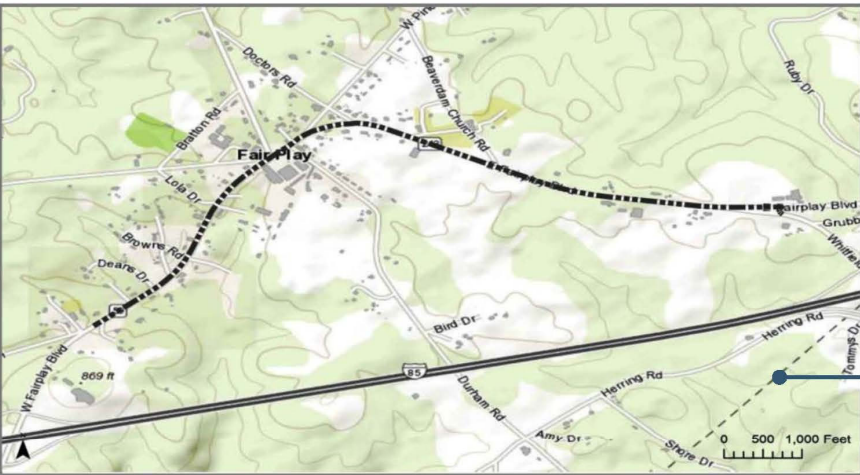
Additional project remarks:

Previous and total TIP cost of project:

Type of funding programmed to the project:

Federal funds programmed to the project:

State funds programmed to the project:

Map showing project locations and extents: 

Obligation history for each phase:

Number of amendments and dates:

Administrative Modifications:

Number of administrative modifications and dates:





## **Appendix A**

### **Guideshare Projects**

In the State of South Carolina, Guideshare is the federal-aid funding allocation to MPOs and COGs. These funds can be used for highway, bicycle and pedestrian facilities, transit, or planning projects. The allocation is based on study area population.

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**Appalachian Council of Governments**

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|                        |   |           |            |             |           |
|------------------------|---|-----------|------------|-------------|-----------|
| SCDOT PIN #            | N/A   | ACOG Rank | N/A        | Lead Agency | ACOG      |
| City                   | Region  | County    | Region     | Length      | N/A       |
| Horizon Year           | 2022  | Program   | Guideshare | Total Cost  | \$200,000 |
| Project Name / Route   | 2022 Appalachian Regional Model Update  |           |            |             |           |
| Termini / Intersection | Planning Study  |           |            |             |           |
| Project Description    | <p>The Appalachian Regional Model (ARM) is the Travel Demand Model (TDM) for the 6-county Appalachian Region of South Carolina and a regional partnership between the three MPOs (GPATS, SPATS, ANATS) and ACOG. The model update and enhancement will be prepared cooperatively by and between SCDOT's on-call modeling consultant, ACOG, and SCDOT.</p> |           |            |             |           |

Federal  
Performance  
Measures



| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PL            | STBPG           | \$200,000   | \$160,000     |             | \$40,000    |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$200,000   | \$160,000     |             | \$40,000    |
| Total 2023-2029 TIP Cost        |               |                 |             |               |             |             |

Project Notes

Total Future Construction Cost

N/A

## Obligation History

|               |    |      |    |  |     |  |     |  |
|---------------|----|------|----|--|-----|--|-----|--|
| Project Phase | PL | 2022 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|

## Revision History

Amendments

Administrative  
Modifications

|                        |   |           |            |             |           |
|------------------------|---|-----------|------------|-------------|-----------|
| SCDOT PIN #            | N/A   | ACOG Rank | N/A        | Lead Agency | ACOG      |
| City                   | Region  | County    | Region     | Length      | N/A       |
| Horizon Year           | 2027  | Program   | Guideshare | Total Cost  | \$200,000 |
| Project Name / Route   | 2027 Appalachian Regional Model Update  |           |            |             |           |
| Termini / Intersection | Planning Study  |           |            |             |           |
| Project Description    | <p>The Appalachian Regional Model (ARM) is the Travel Demand Model (TDM) for the 6-county Appalachian Region of South Carolina and a regional partnership between the three MPOs (GPATS, SPATS, ANATS) and ACOG. The model update and enhancement will be prepared cooperatively by and between SCDOT's on-call modeling consultant, ACOG, and SCDOT.</p> |           |            |             |           |

Federal  
Performance  
Measures



| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2025                            | PL            | STBPG           | \$200,000   | \$160,000     |             | \$40,000    |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$200,000   | \$160,000     |             | \$40,000    |

Project Notes

Total Future Construction Cost

N/A




## Obligation History

|               |    |      |    |  |     |  |     |  |
|---------------|----|------|----|--|-----|--|-----|--|
| Project Phase | PL | 2025 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|

## Revision History

Amendments

Administrative  
Modifications

|                        |   |           |            |             |  |
|------------------------|---|-----------|------------|-------------|--|
| SCDOT PIN #            | N/A   | ACOG Rank | N/A        | Lead Agency | ACOG   |
| City                   | Region  | County    | Region     | Length      | N/A  |
| Horizon Year           | 2027  | Program   | Guideshare | Total Cost  | \$250,000  |
| Project Name / Route   | 2027 ACOG Rural Long Range Transportation Plan Update   |           |            |             | Federal Performance Measures    |
| Termini / Intersection | Planning Study  |           |            |             |  |
| Project Description    | A major component of ACOG's transportation program is the regular update of the region's Rural Long Range Transportation Plan (RLRTP). The RLRTP is the overarching transportation planning document that identifies areas of need in the transportation system over a 20-25 year time horizon. |           |            |             |  |

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2025                            | PL            | STBPG           | \$250,000   | \$200,000     |             | \$50,000    |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$250,000   | \$200,000     |             | \$50,000    |

Project Notes

|                                |     |
|--------------------------------|-----|
| Total Future Construction Cost | N/A |
|--------------------------------|-----|

## Obligation History

|               |    |      |    |  |     |  |     |  |
|---------------|----|------|----|--|-----|--|-----|--|
| Project Phase | PL | 2025 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|

## Revision History

Amendments

 Administrative  
Modifications

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name / Route

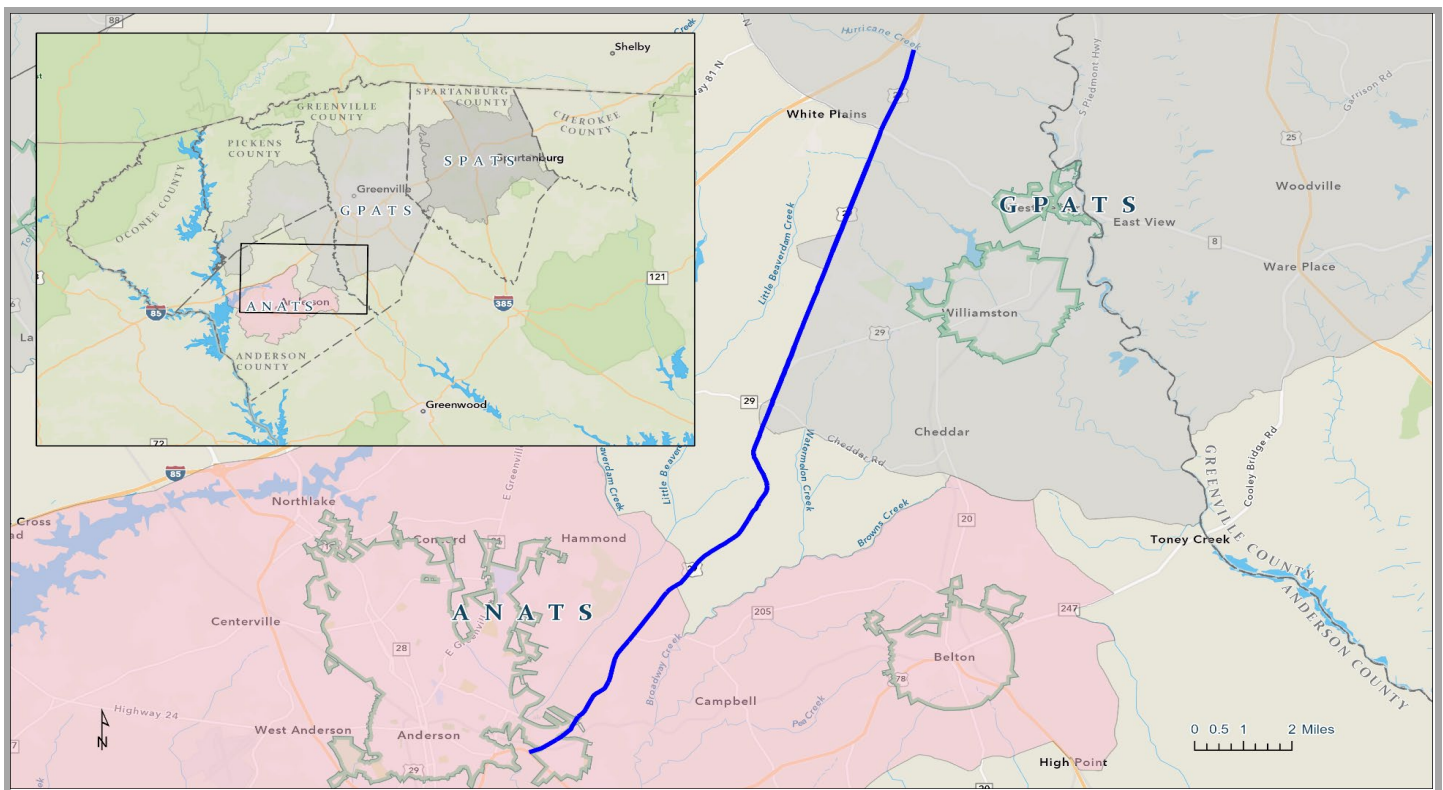
Termini / Intersection

Federal Performance Measures   

Project Description

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2023                            | PL            | STBPG           | \$450,000   | \$360,000     | \$90,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$450,000   | \$360,000     | \$90,000    |             |

Project Notes



Total Future Construction Cost

#### Obligation History

| Project Phase | PL | 2023 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|
|               |    |      |    |  |     |  |     |  |

#### Revision History

Amendments

Administrative Modifications



SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name /  
Route

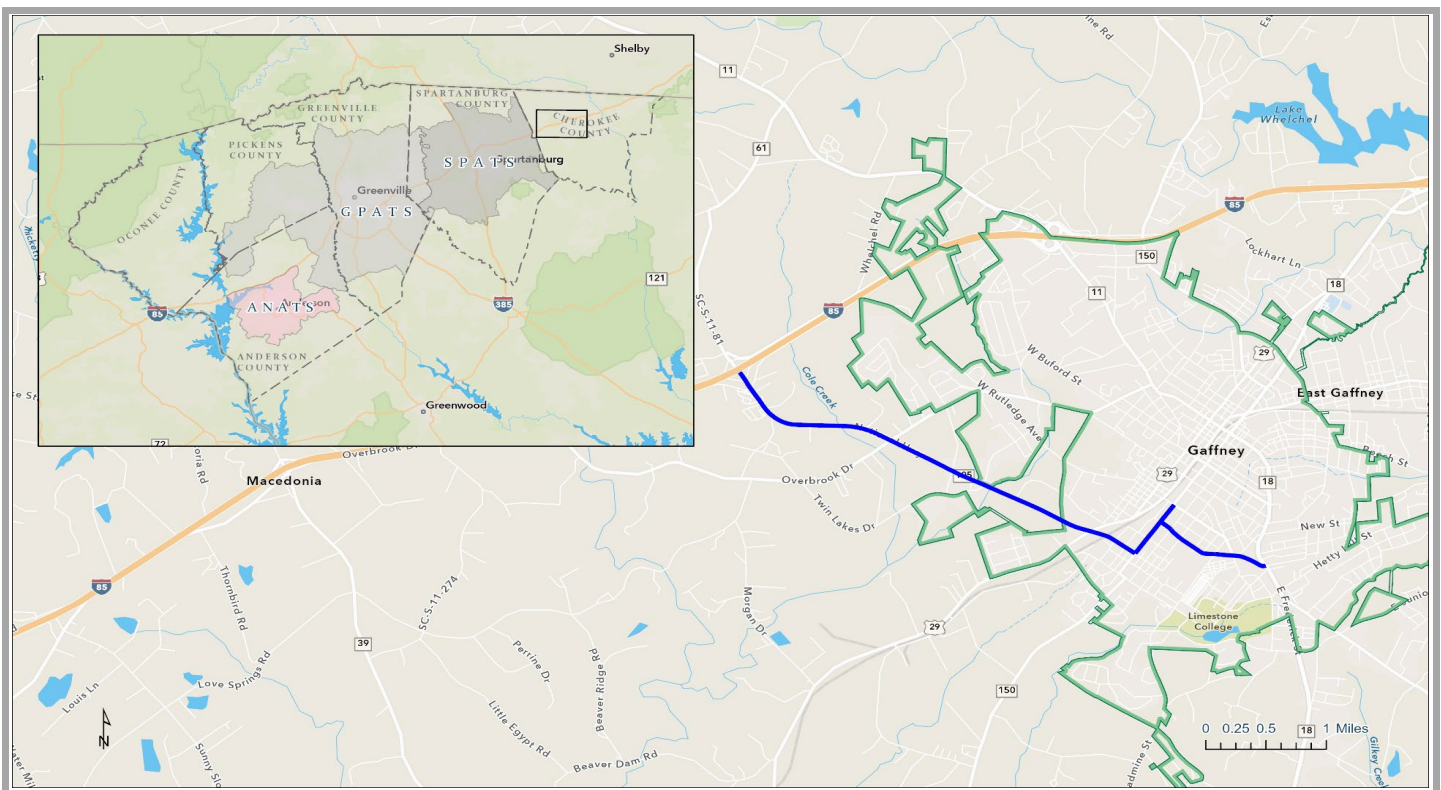
Termini /  
Intersection

Federal  
Performance  
Measures   

Project  
Description A study of truck movement along SC 105 in Gaffney. The purpose of the study is to assess truck movements and determine a preferred truck route through Gaffney and to recommend improvements. Currently, trucks are cutting through residential neighborhoods to get to SC 18.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2024                            | PL            | STBPG           | \$75,000    | \$60,000      | \$15,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$75,000    | \$60,000      | \$15,000    |             |

Project Notes



Total Future Construction Cost

N/A

#### Obligation History

| Project Phase | PL | 2024 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|
|---------------|----|------|----|--|-----|--|-----|--|

#### Revision History

Amendments

Administrative  
Modifications

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name /  
Route

Termini /  
Intersection

Federal  
Performance  
Measures

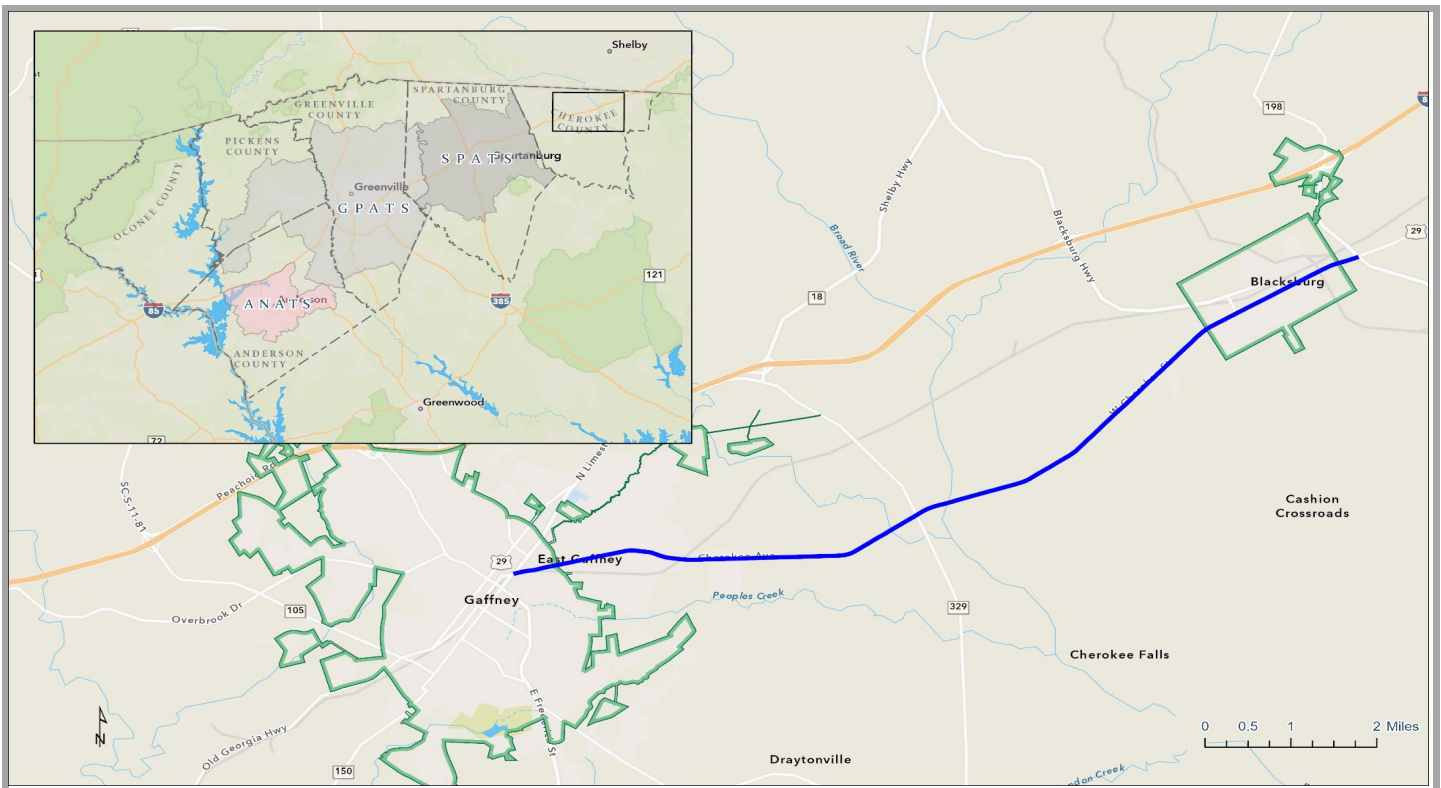


Project  
Description

Perform a corridor study for capacity improvements between North Limestone Street and York Highway and study wayfinding to discourage U.S. 29 as a bypass to I-85. This study goal is to address safety, congestion needs, and to support the freight related land uses in this corridor.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2025                            | PL            | STBPG           | \$150,000   | \$120,000     | \$30,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$150,000   | \$120,000     | \$30,000    |             |

Project Notes



Total Future Construction Cost

N/A

#### Obligation History

| Project Phase | PL | 2025 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|
|---------------|----|------|----|--|-----|--|-----|--|

#### Revision History

Amendments

Administrative  
Modifications

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name / Route

Termini / Intersection

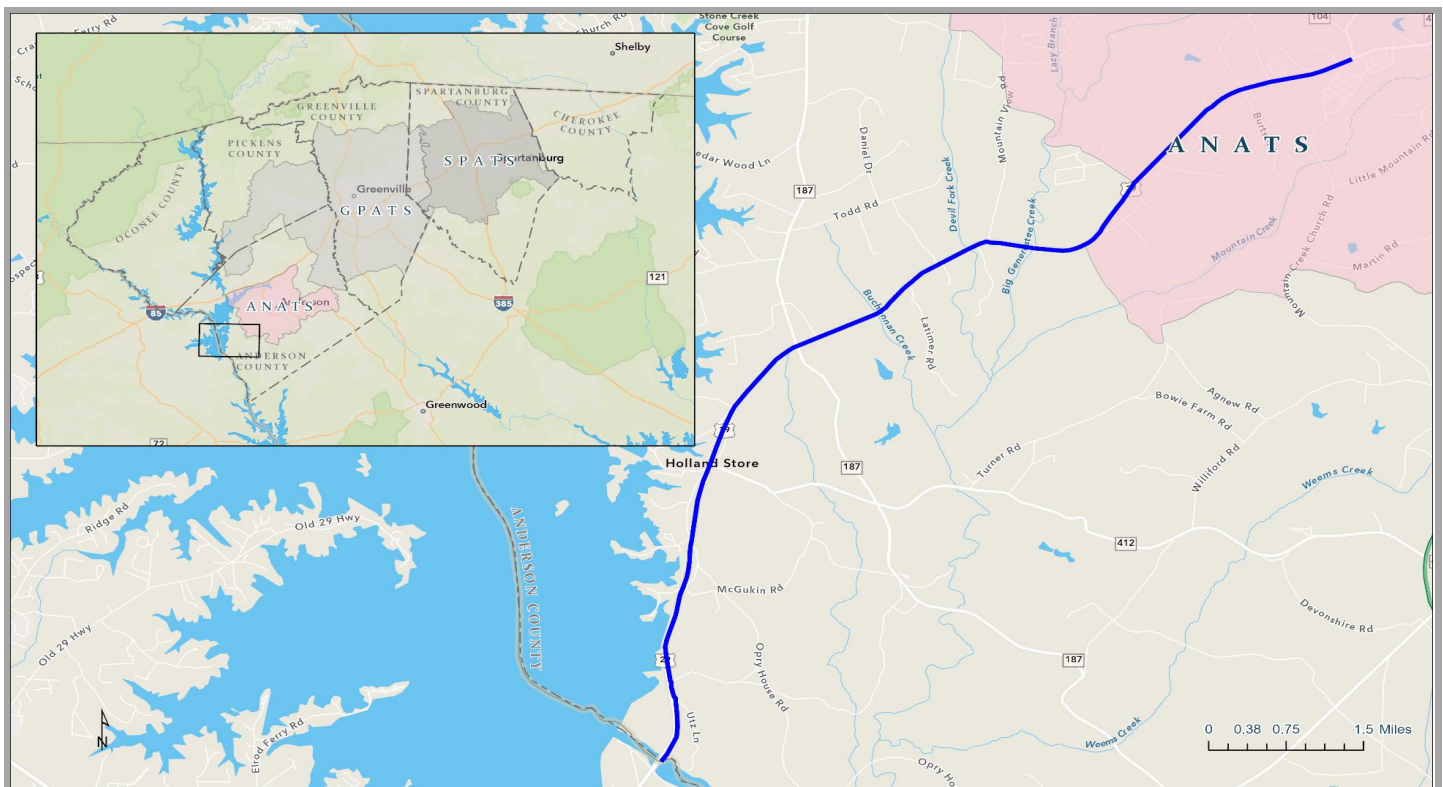
Federal Performance Measures  

Project Description

Identify a specific location and construction of a new weigh in motion station along U.S. 29 southwest of Anderson. Field observations indicate this has become a bypass route around the weigh station on I-85 inside the SC state line. This provides an additional location for collecting data inside the SC state line and may prevent the use of U.S. 29 as a bypass route.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2026                            | PL            | STBPG           | \$50,000    | \$40,000      | \$10,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$50,000    | \$40,000      | \$10,000    |             |

Project Notes



Total Future Construction Cost

#### Obligation History

| Project Phase | PL | 2026 | PE | ROW | CON |
|---------------|----|------|----|-----|-----|
|               |    |      |    |     |     |

#### Revision History

Amendments

Administrative Modifications



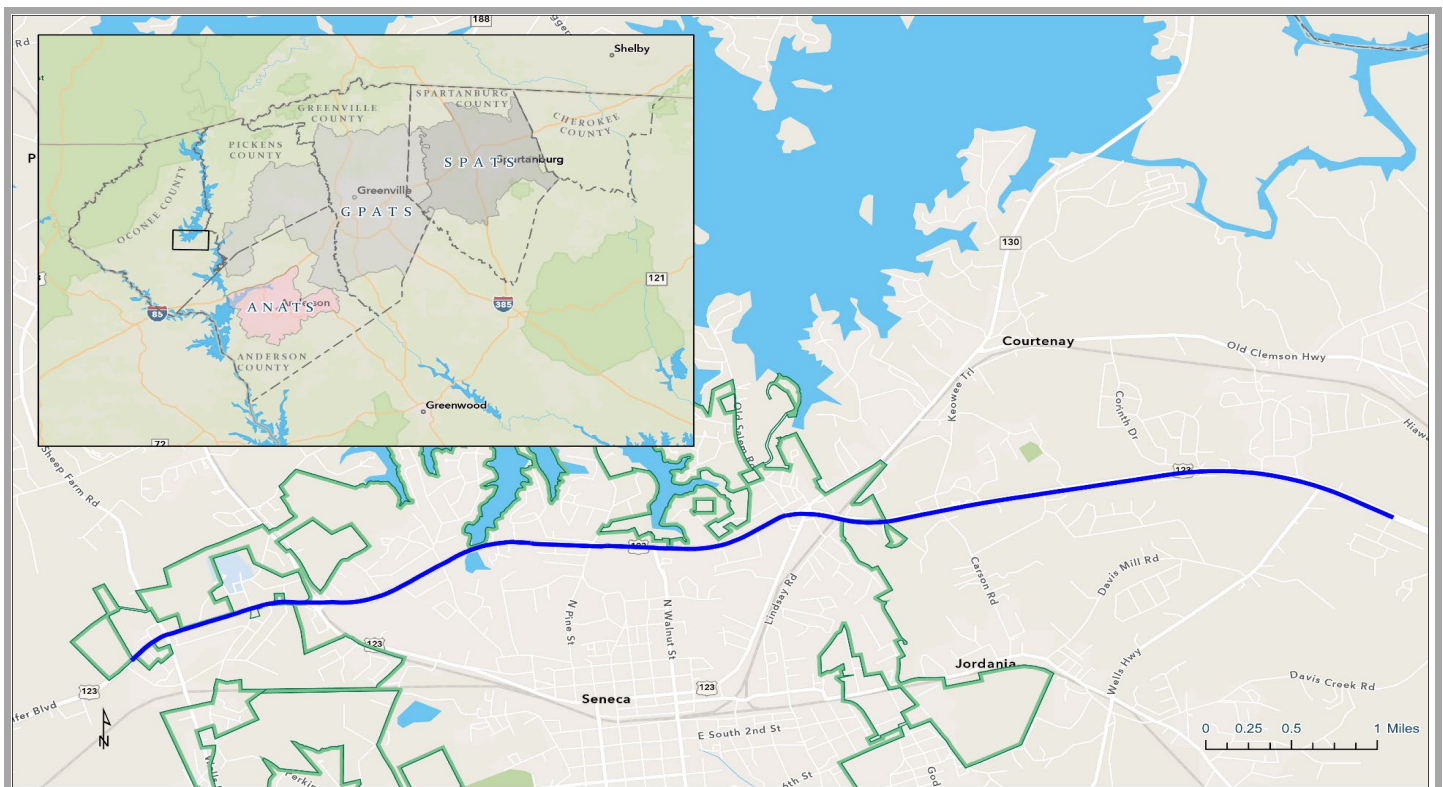
|                        |  |           |            |             |               |
|------------------------|--|-----------|------------|-------------|---------------|
| SCDOT PIN #            | N/A  | ACOG Rank | 4          | Lead Agency | ACOG          |
| City                   | Seneca   | County    | Oconee     | Length      | Approx. 7 mi. |
| Horizon Year           | 2027   | Program   | Guideshare | Total Cost  | \$150,000     |
| Project Name / Route   | US 123 Corridor Study                          |           |            |             |               |
| Termini / Intersection | Planning Study - from Millbrook Wy to Hitec Rd |           |            |             |               |



**Project Description** Conduct a corridor-level access management study for US 123, connecting Clemson and Seneca. This should address crash data on this portion of the freight network. Examine intersection improvements and access management improvements along this corridor.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2027                            | PL            | STBPG           | \$150,000   | \$120,000     | \$30,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$150,000   | \$120,000     | \$30,000    |             |

**Project Notes**



**Total Future Construction Cost** N/A

#### Obligation History

| Project Phase | PL | 2027 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|
|---------------|----|------|----|--|-----|--|-----|--|

#### Revision History

**Amendments**

**Administrative Modifications**

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name / Route

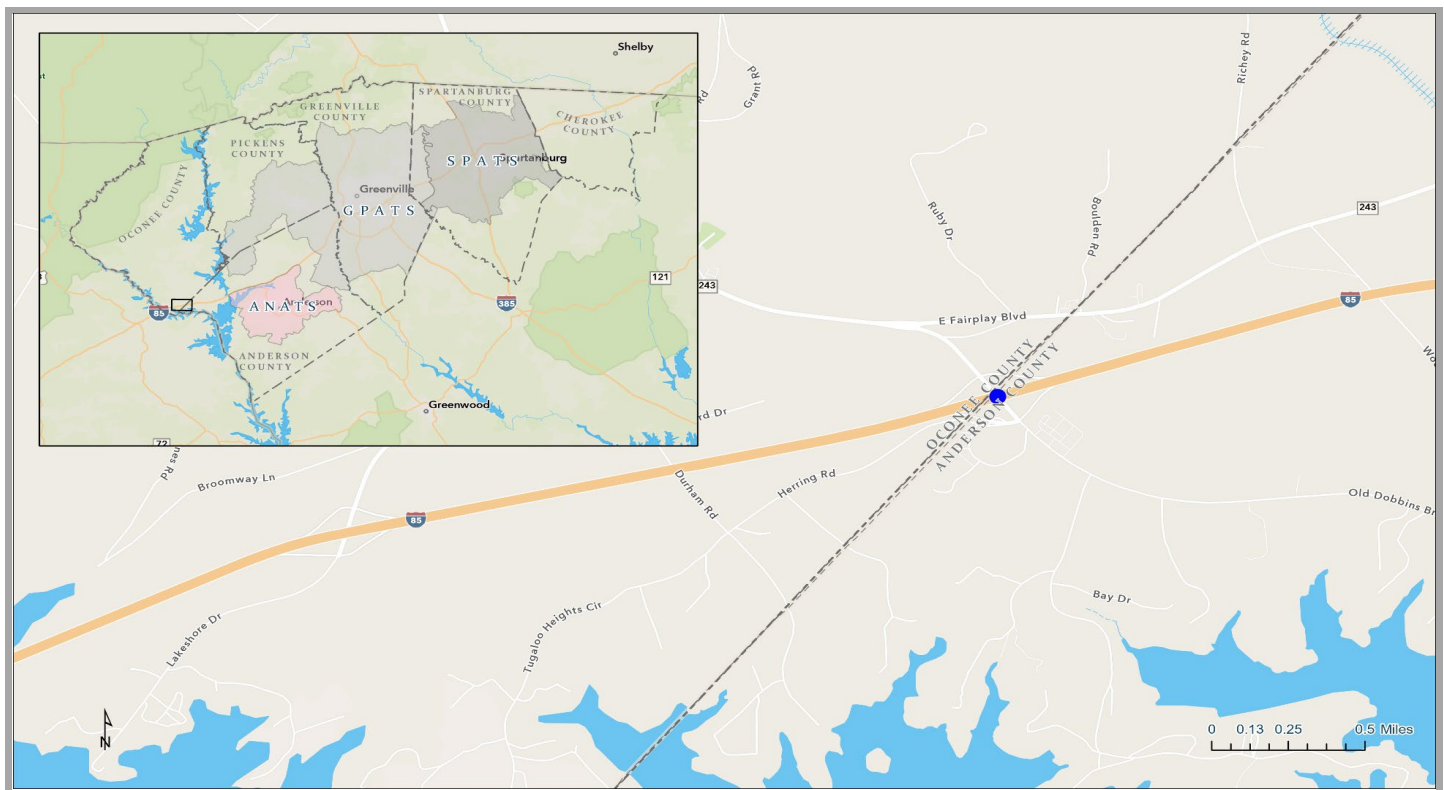
Termini / Intersection

Federal Performance Measures   

Project Description

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2027                            | PL            | STBPG           | \$100,000   | \$80,000      |             | \$20,000    |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$100,000   | \$80,000      |             | \$20,000    |

Project Notes



Total Future Construction Cost



#### Obligation History

| Project Phase | PL | 2027 | PE |  | ROW |  | CON |  |
|---------------|----|------|----|--|-----|--|-----|--|
|               |    |      |    |  |     |  |     |  |

#### Revision History

Amendments

Administrative  
Modifications

|                        |  |           |            |                              |   |
|------------------------|--|-----------|------------|------------------------------|---|
| SCDOT PIN #            | N/A  | ACOG Rank | 4          | Lead Agency                  | ACOG  |
| City                   | Region   | County    | Region     | Length                       | N/A   |
| Horizon Year           | 2023-2029  | Program   | Guideshare | Total Cost                   | \$3,010,000   |
| Project Name / Route   | Rural Signalization Program  |           |            | Federal Performance Measures |   |
| Termini / Intersection | Various  |           |            |                              |   |
| Project Description    | Annual Guideshare allotment to the rural signalization program. Signals will be selected using SCDOT criteria. |           |            |                              |   |

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2023                            | CON           | STBPG           | \$430,000   | \$344,000     | \$86,000    |             |
| 2024                            | CON           | STBPG           | \$430,000   | \$344,000     | \$86,000    |             |
| 2025                            | CON           | STBPG           | \$430,000   | \$344,000     | \$86,000    |             |
| 2026                            | CON           | STBPG           | \$430,000   | \$344,000     | \$86,000    |             |
| 2027                            | CON           | STBPG           | \$430,000   | \$344,000     | \$86,000    |             |
| 2028                            | CON           | STBPG           | \$430,000   | \$344,000     | \$86,000    |             |
| 2029                            | CON           | STBPG           | \$430,000   | \$344,000     | \$86,000    |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$3,010,000 | \$2,408,000   | \$602,000   |             |

Project Notes

|                                |     |
|--------------------------------|-----|
| Total Future Construction Cost | N/A |
|--------------------------------|-----|

## Obligation History

|               |    |  |    |  |     |  |     |           |
|---------------|----|--|----|--|-----|--|-----|-----------|
| Project Phase | PL |  | PE |  | ROW |  | CON | 2023-2029 |
|---------------|----|--|----|--|-----|--|-----|-----------|

## Revision History

Amendments

 Administrative  
Modifications

SCDOT PIN # P038852

ACOG Rank 2016-11

Lead Agency ACOG

City N/A

County Anderson

Length N/A

Horizon Year 2025

Program Guideshare

Total Cost \$1,600,000

Project Name /

Route SC 28 @ SC 185

Termini /  
Intersection

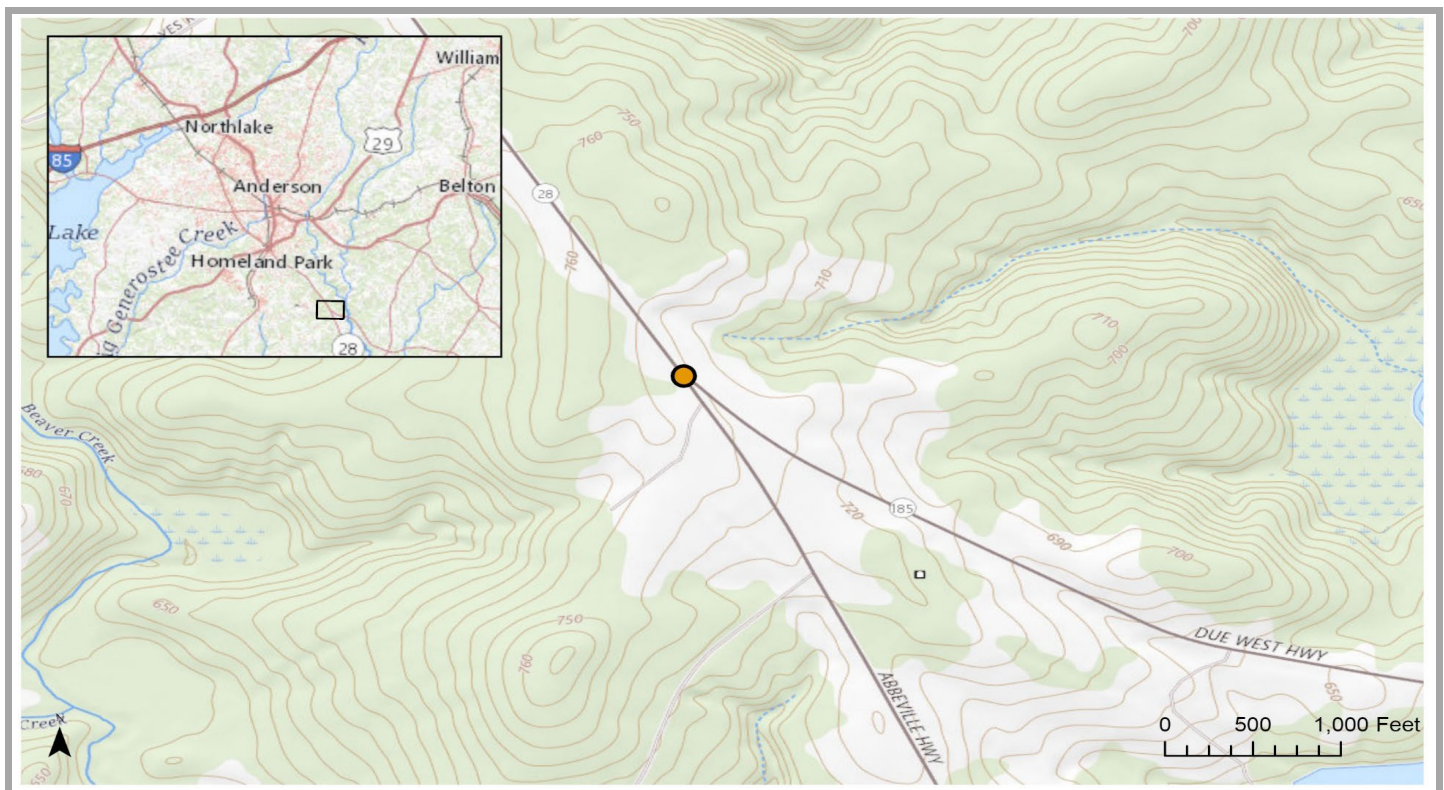
SC 28 (Abbeville Hwy) at SC 185 (Due West Hwy)

Federal  
Performance  
Measures

**Project Description** Improve intersection geometry and reduce conflict points for safety. Configuring this intersection to a T-type design will reduce unnecessary conflict points and improve sight distance at SC 28.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PL            | STBGP           | \$100,000   | \$80,000      | \$20,000    |             |
| 2022                            | PE            | STBGP           | \$300,000   | \$240,000     | \$60,000    |             |
| 2024                            | ROW           | STBGP           | \$200,000   | \$160,000     | \$40,000    |             |
| 2025                            | CON           | STBGP           | \$1,000,000 | \$800,000     | \$200,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$100,000   | \$80,000      | \$20,000    |             |
| Total 2023-2029 TIP Cost        |               |                 | \$1,500,000 | \$1,200,000   | \$300,000   |             |

**Project Notes** Scoping Feasibility Meeting completed on March 12, 2020.



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | 2020 | PE | 2022 | ROW | 2024 | CON | 2025 |
|---------------|----|------|----|------|-----|------|-----|------|
|---------------|----|------|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications



SCDOT PIN # P030909

ACOG Rank 2016-5

Lead Agency ACOG

City N/A

County Anderson

Length N/A

Horizon Year 2024

Program Guideshare

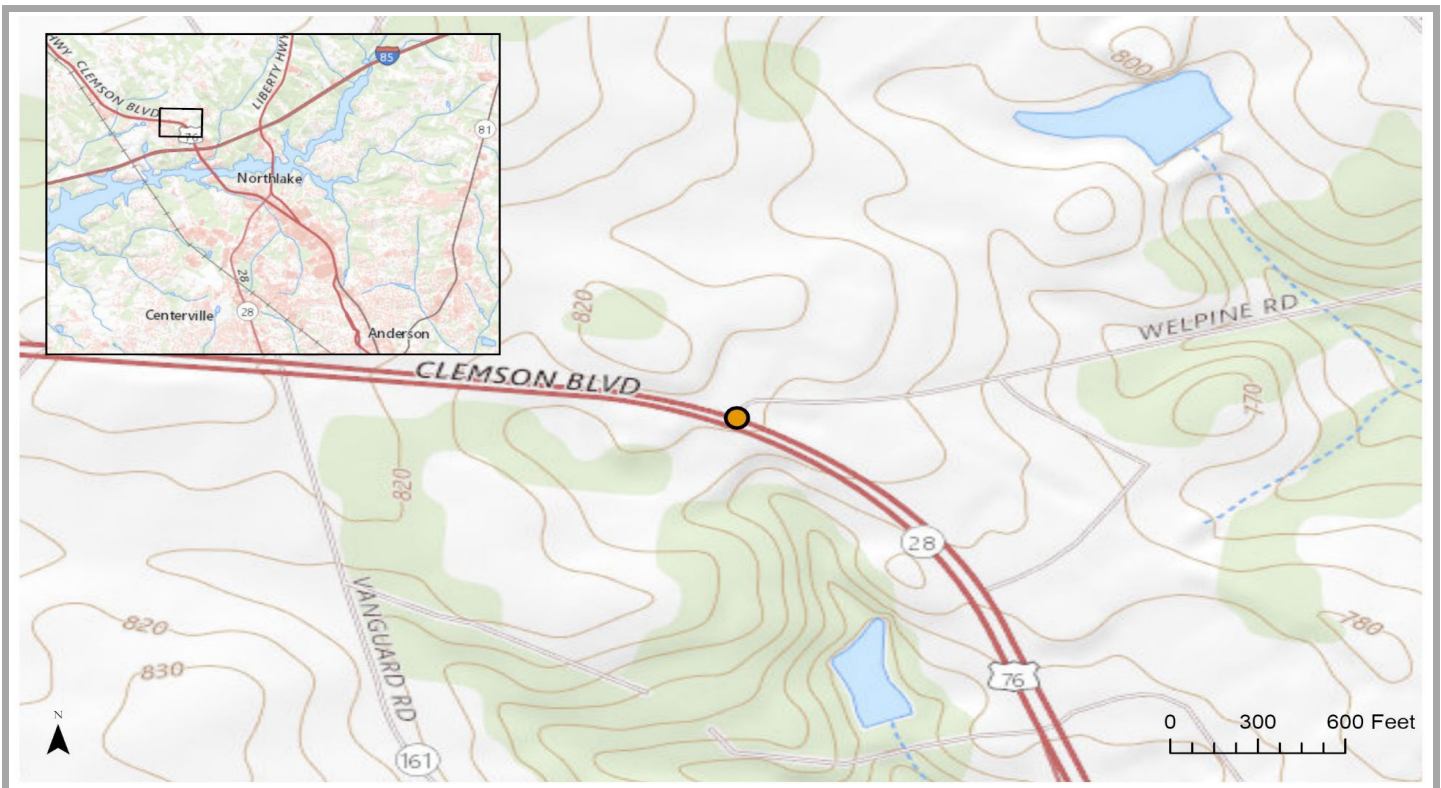
Total Cost \$4,350,000

Project Name /  
Route Intersection Improvement  
US 76 at Welpine RdTermini /  
Intersection US 76 (Clemson Hwy) at S-60 (Welpine Rd)Federal  
Performance  
Measures

**Project Description** Improve safety and sight distance at the approach to the intersection. Current configuration has a sharp turn to the south as Welpine Road approaches US 76. Smooth this curve to a more gradual shift.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | STBGP           | \$400,000   | \$320,000     | \$80,000    |             |
| 2023                            | ROW           | STBGP           | \$450,000   | \$360,000     | \$90,000    |             |
| 2024                            | CON           | STBGP           | \$3,500,000 | \$2,800,000   | \$700,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$400,000   | \$320,000     | \$80,000    |             |
| Total 2023-2029 TIP Cost        |               |                 | \$3,950,000 | \$3,160,000   | \$790,000   |             |

Project Notes



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | PE | 2017 | ROW | 2023 | CON | 2024 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

SCDOT PIN # P030834

ACOG Rank 2016-2

Lead Agency ACOG

City N/A

County Anderson

Length N/A

Horizon Year 2024

Program Guideshare

Total Cost \$8,100,000

Project Name / Route  
Jockey Lot Intersection Improvement  
US 29 at Bowlan Rd / Old Williamston Rd

Termini / Intersection  
US 29 at S-146 (Bowlan Rd) / S-331 (Old Williamston Rd)

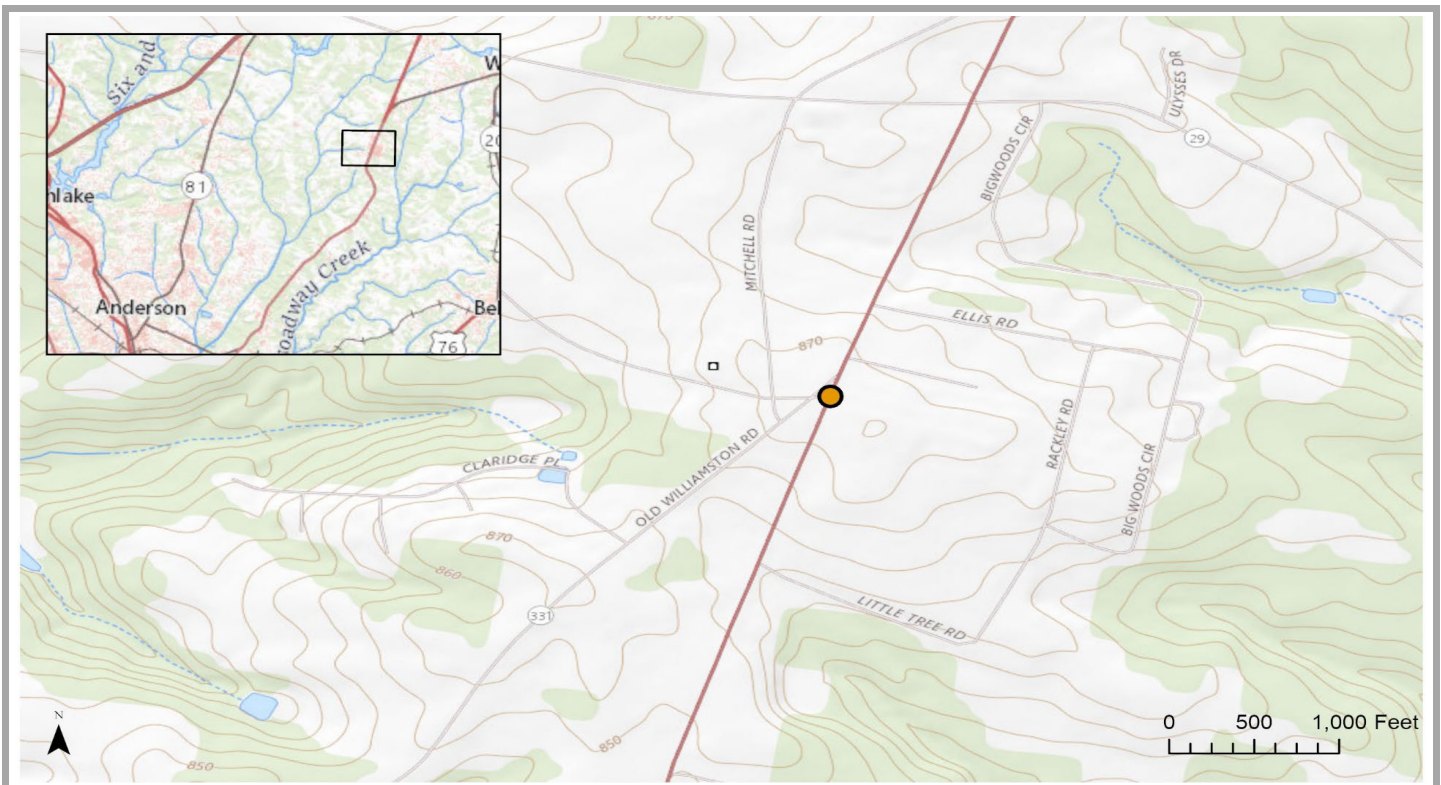
Federal  
Performance  
Measures



Project Description  
Improve safety around Jockey Lot. During peak times, the intersection is confusing and does not delineate a main entrance for the Jockey Lot. Clean up the intersection and delineate a proper and accessible entrance for Jockey Lot patrons.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | STBGP           | \$300,000   | \$240,000     | \$60,000    |             |
| 2023                            | ROW           | STBGP           | \$1,300,000 | \$1,040,000   | \$260,000   |             |
| 2024                            | CON           | STBGP           | \$6,500,000 | \$5,200,000   | \$1,300,000 |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$300,000   | \$240,000     | \$60,000    |             |
| Total 2023-2029 TIP Cost        |               |                 | \$7,800,000 | \$6,240,000   | \$1,560,000 |             |

Project Notes



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | PE | 2017 | ROW | 2023 | CON | 2024 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

04.01.2020



SCDOT PIN # P030831

ACOG Rank 2016-1

Lead Agency ACOG

City N/A

County Anderson

Length 7.7 Miles

Horizon Year 2024

Program Guideshare

Total Cost \$9,550,000

Project Name /

Route US 178

Federal  
Performance  
MeasuresTermini /  
Intersection

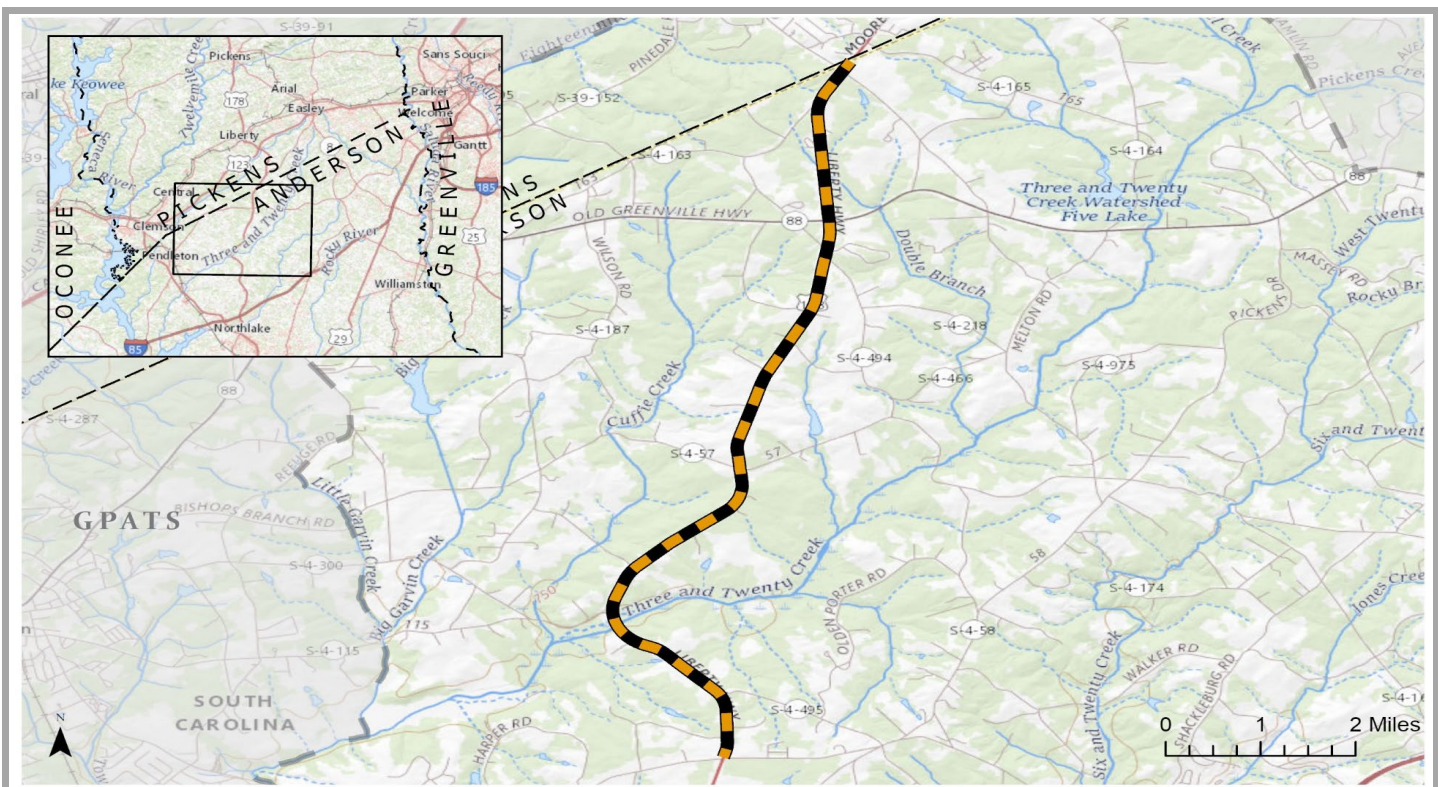
From Pickens County line to S-58 (Levi Smith Rd)

Project  
Description

Improve pavement quality along heavily traveled section of US 178 by resurfacing and adding shoulders where possible.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | SPBGP           | \$500,000   | \$400,000     | \$100,000   |             |
| 2023                            | ROW           | SPBGP           | \$50,000    | \$40,000      | \$10,000    |             |
| 2024                            | CON           | SPBGP           | \$9,000,000 | \$7,200,000   | \$1,800,000 |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$500,000   | \$400,000     | \$100,000   |             |
| Total 2023-2029 TIP Cost        |               |                 | \$9,050,000 | \$7,240,000   | \$1,810,000 |             |

Project Notes



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | PE | 2019 | ROW | 2023 | CON | 2024 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments 04.26.2019

Administrative  
Modifications

SCDOT PIN # N/A

ACOG Rank 2022-10

Lead Agency ACOG

City N/A

County Anderson

Length N/A

Horizon Year 2029

Program Guideshare

Total Cost \$2,000,000

Project Name / Intersection Improvement  
Route SC 252 @ Wright School Rd

Federal  
Performance  
Measures

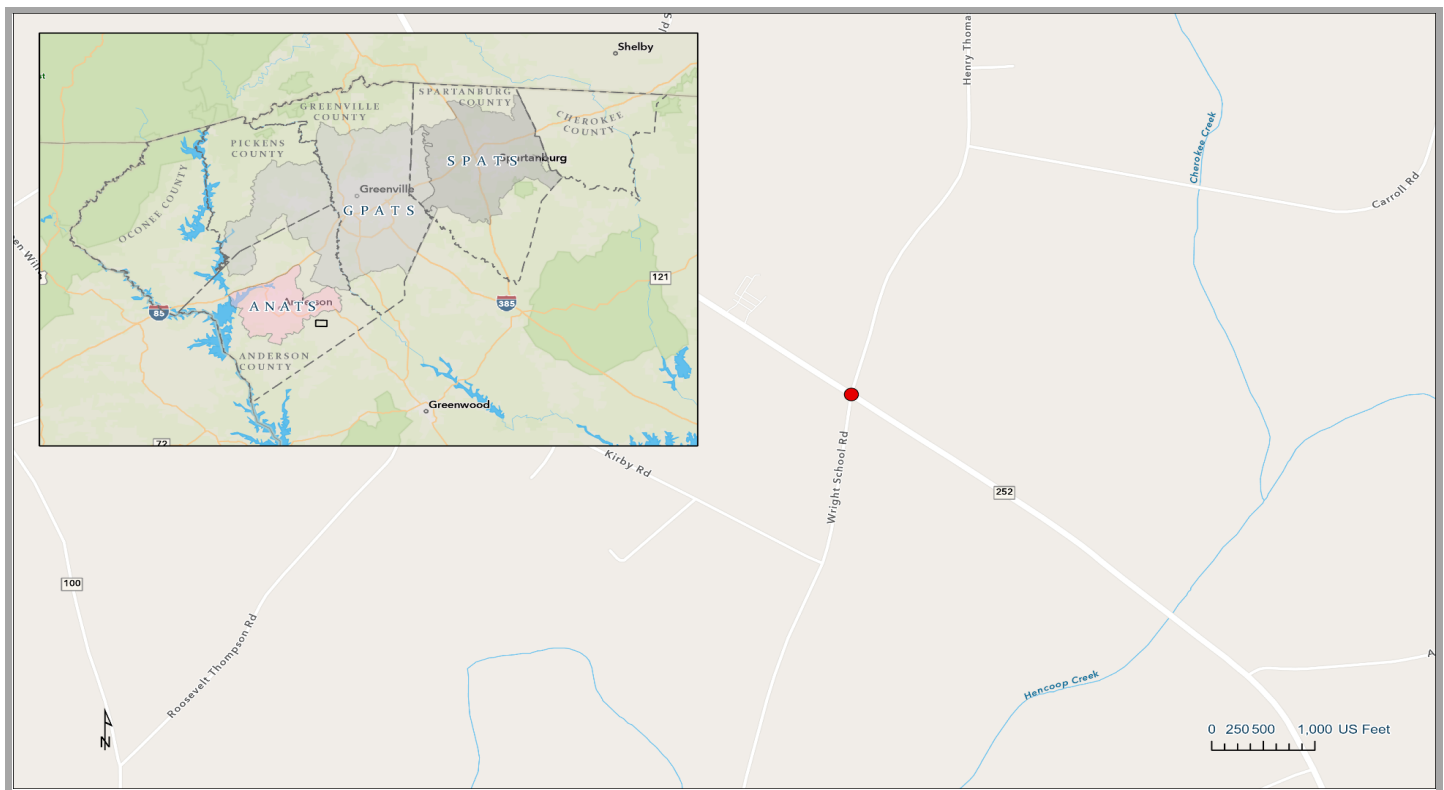


Termini / Intersection SC 252 @ Wright School Rd

Project Description Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 15 crashes, 5 of which were SI (33%). The crash rate is 1.3. The project ranked #35 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2026                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2028                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2029                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

Project Notes



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | PE | 2026 | ROW | 2028 | CON | 2029 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

|                        |   |           |            |             |             |
|------------------------|---|-----------|------------|-------------|-------------|
| SCDOT PIN #            | N/A   | ACOG Rank | 2022-7     | Lead Agency | ACOG        |
| City                   | N/A   | County    | Anderson   | Length      | N/A         |
| Horizon Year           | 2025  | Program   | Guideshare | Total Cost  | \$1,500,000 |
| Project Name / Route   | Bridge Rehabilitation<br>I-85 @ Old Dobbins Bridge Rd |           |            |             |             |
| Termini / Intersection | I-85 @ Old Dobbins Bridge Rd                          |           |            |             |             |

Federal  
Performance  
Measures

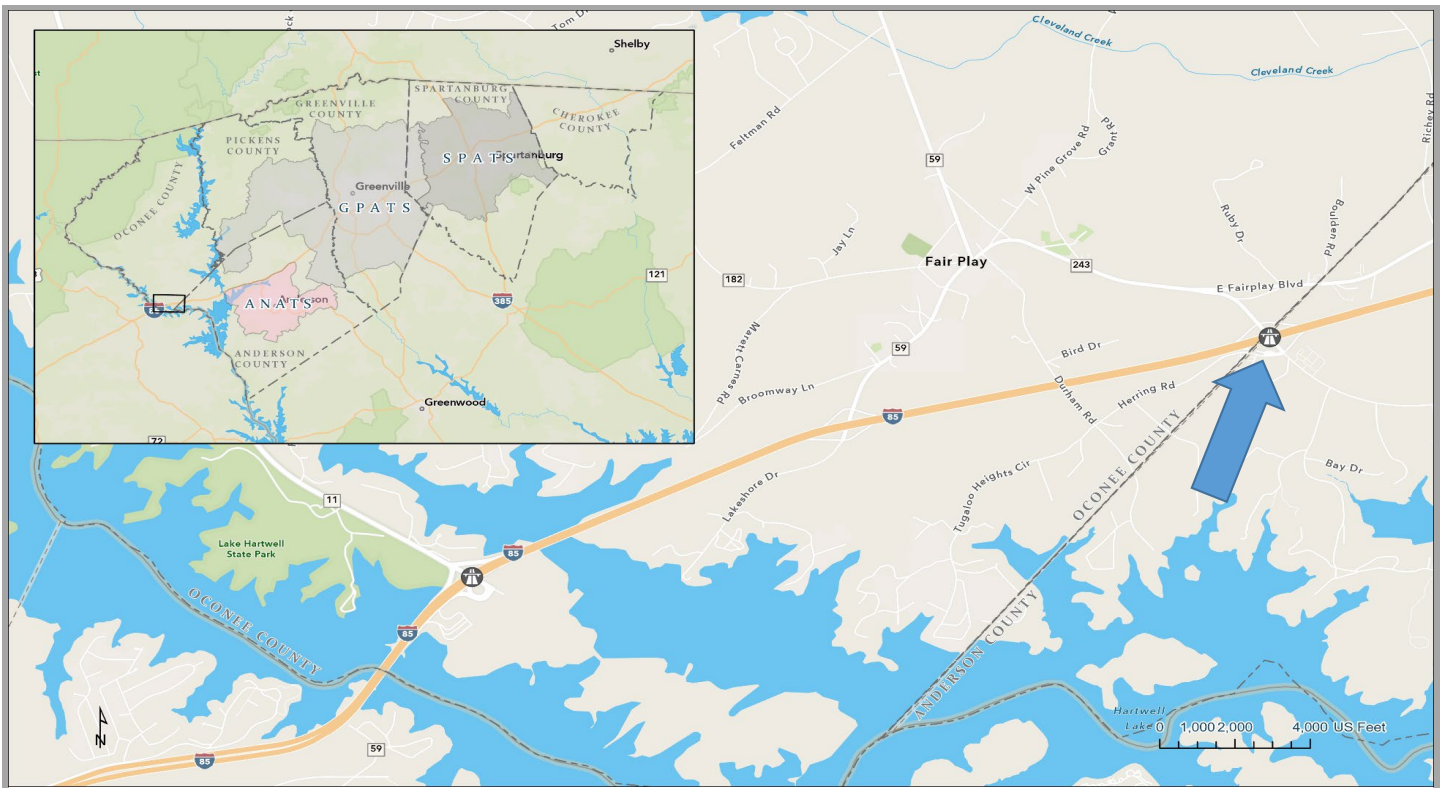


Project  
Description

Rehabilitate Old Dobbins Bridge Rd bridge over I-85 (Exit 4). Bridges are on the freight network and rated in poor condition (per 2018 SCDOT data) but not currently included in the SCDOT programmed project list. 500 ac of undeveloped Industrial land adjacent to interchange and nearby Golden Corner Commerce Park (260 ac, 2M SF of Mfg, Wrh, Dist) justify improvements.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2025                            | PE            | STBPG           | \$250,000   | \$200,000     | \$50,000    |             |
| 2026                            | ROW           | STBPG           | \$50,000    | \$40,000      | \$10,000    |             |
| 2027                            | CON           | STBPG           | \$1,200,000 | \$960,000     | \$240,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$1,500,000 | \$1,200,000   | \$300,000   |             |

Project Notes



Total Future Construction Cost

N/A

#### Obligation History

| Project Phase | PL | PE | 2025 | ROW | 2026 | CON | 2027 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

Amendments

Administrative  
Modifications



SCDOT PIN # P038851

ACOG Rank 2016-10

Lead Agency ACOG

City Gaffney

County Cherokee

Length N/A

Horizon Year 2025

Program Guideshare

Total Cost \$1,500,000

Project Name /  
Route Intersection Improvement  
SC 150 at O'Neal St

Termini /  
Intersection SC 150 (S Limestone St) at S-111 (W O'Neal St)  
SC 150 (Pacolet Hwy) at S-111 (E O'Neal St)

Federal  
Performance  
Measures

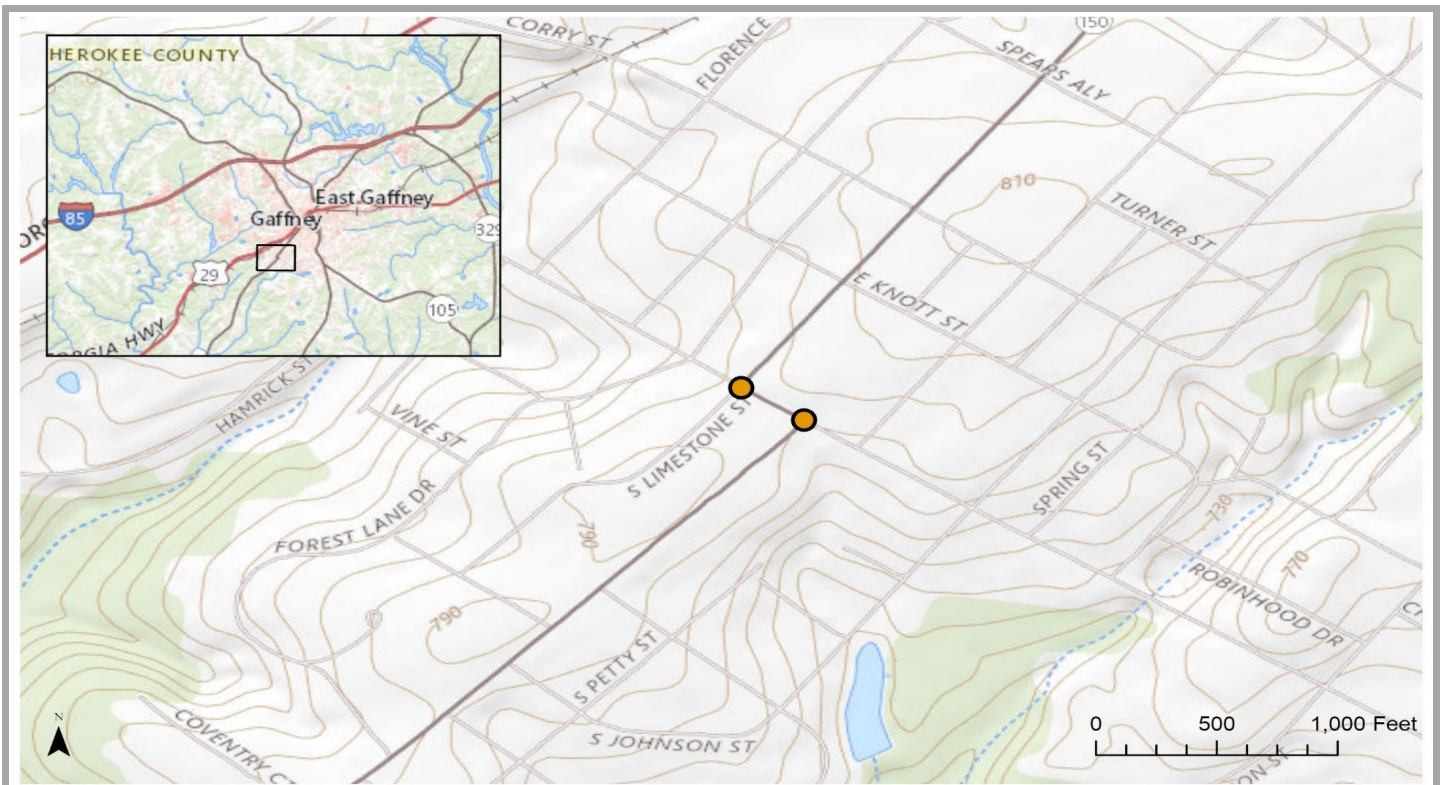


Project  
Description

Improve safety and traffic flow. The main line (SC 150) is interrupted by O'Neal Street, which requires motorists to temporarily turn on to O'Neal in order to continue on SC 150. Limestone College is nearby to the south. Add signalization, or some other possible configuration (i.e. roundabout) to assist mainline traffic moving through the area.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PL            | STBGP           | \$150,000   | \$120,000     | \$30,000    |             |
| PY                              | PE            | STBGP           | \$350,000   | \$280,000     | \$70,000    |             |
| 2024                            | ROW           | STBGP           | \$250,000   | \$200,000     | \$50,000    |             |
| 2025                            | CON           | STBGP           | \$750,000   | \$600,000     | \$150,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$500,000   | \$400,000     | \$100,000   |             |
| Total 2023-2029 TIP Cost        |               |                 | \$1,000,000 | \$800,000     | \$200,000   |             |

Project Notes Scoping Feasibility Meeting completed on March 10, 2020.



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | 2020 | PE | 2022 | ROW | 2024 | CON | 2025 |
|---------------|----|------|----|------|-----|------|-----|------|
|---------------|----|------|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name / Route

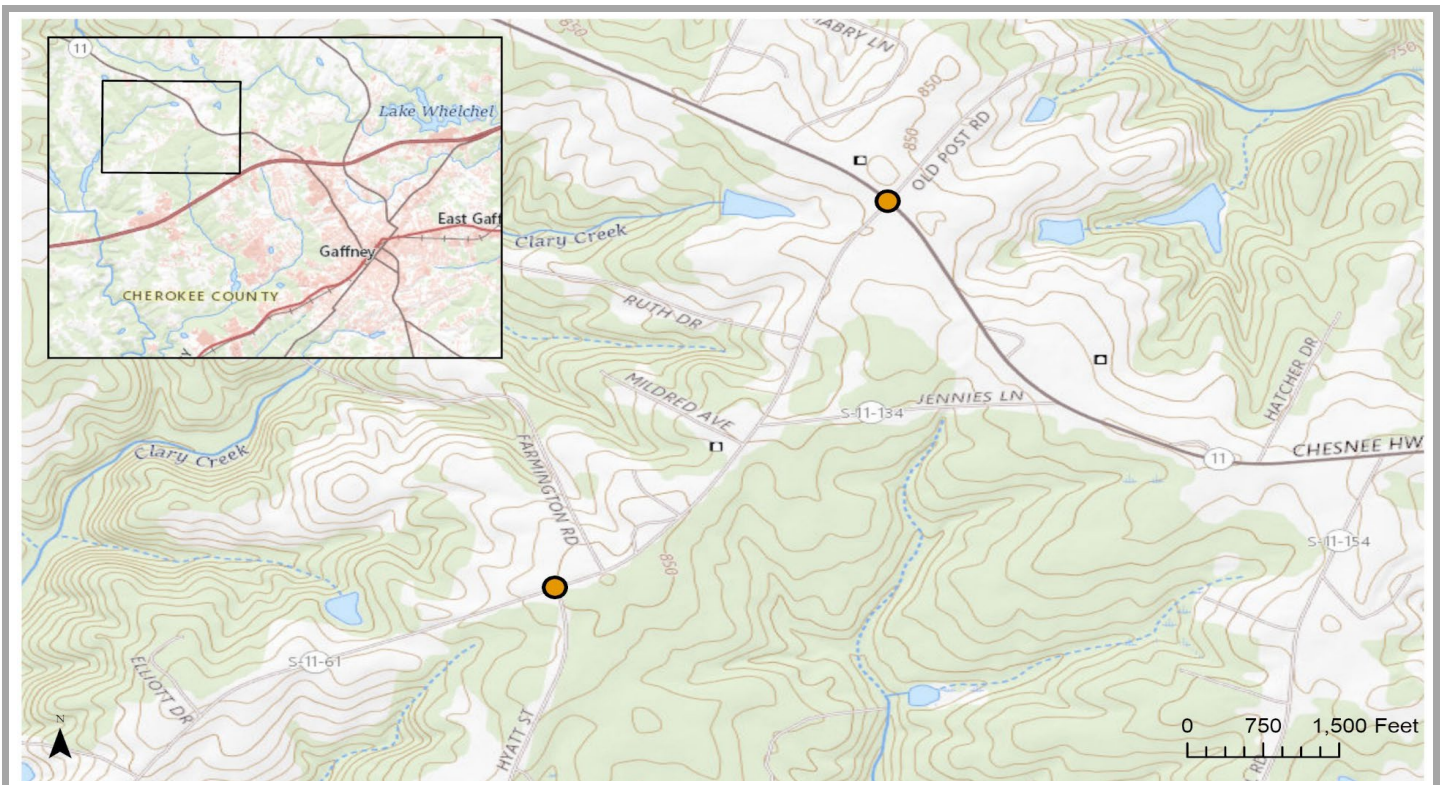
Termini / Intersection

Federal Performance Measures 

Project Description

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | STBGP           | \$1,000,000 | \$800,000     | \$200,000   |             |
| PY                              | ROW           | STBPG           | \$600,000   | \$480,000     | \$120,000   |             |
| PY                              | CON           | STBPG           | \$3,100,000 | \$2,480,000   | \$620,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$4,700,000 | \$3,760,000   | \$940,000   |             |

Project Notes



Total Future Construction Cost

#### Obligation History

| Project Phase | PL | PE | 2016 | ROW | 2021 | CON | 2022 |
|---------------|----|----|------|-----|------|-----|------|
|               |    |    |      |     |      |     |      |

#### Revision History

| Amendments                        | Administrative Modifications            |
|-----------------------------------|---|
| <input type="text" value="2016"/> | <input type="text" value="04.28.2020"/> |



SCDOT PIN # N/A

ACOG Rank 2022-4

Lead Agency ACOG

City N/A

County Cherokee

Length N/A

Horizon Year 2026

Program Guideshare

Total Cost \$2,000,000

Project Name /  
Route Intersection Improvement  
SC 150 @ Grassy Pond Rd

Federal  
Performance  
Measures

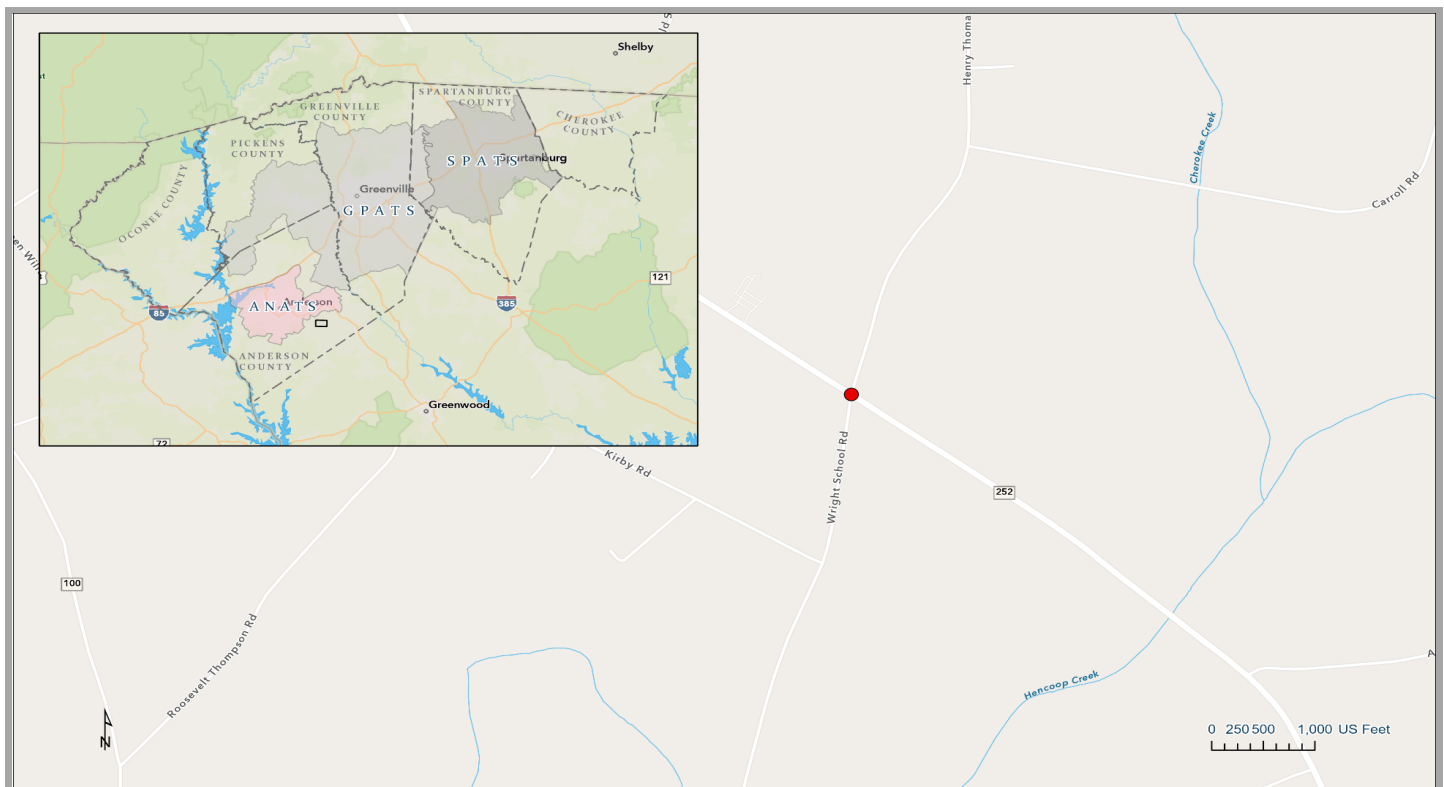


Termini /  
Intersection SC 150 @ Grassy Pond Rd

Project Description Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 15 crashes, 6 of which were SI (40%). The crash rate is 2.2. The project ranked #9 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2023                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2025                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2026                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

Project Notes



Total Future Construction Cost N/A

## Obligation History

| Project Phase | PL | PE | 2023 | ROW | 2025 | CON | 2026 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

SCDOT PIN # N/A

ACOG Rank 2022-6

Lead Agency ACOG

City Gaffney

County Cherokee

Length N/A

Horizon Year 2027

Program Guideshare

Total Cost \$2,000,000

Project Name /

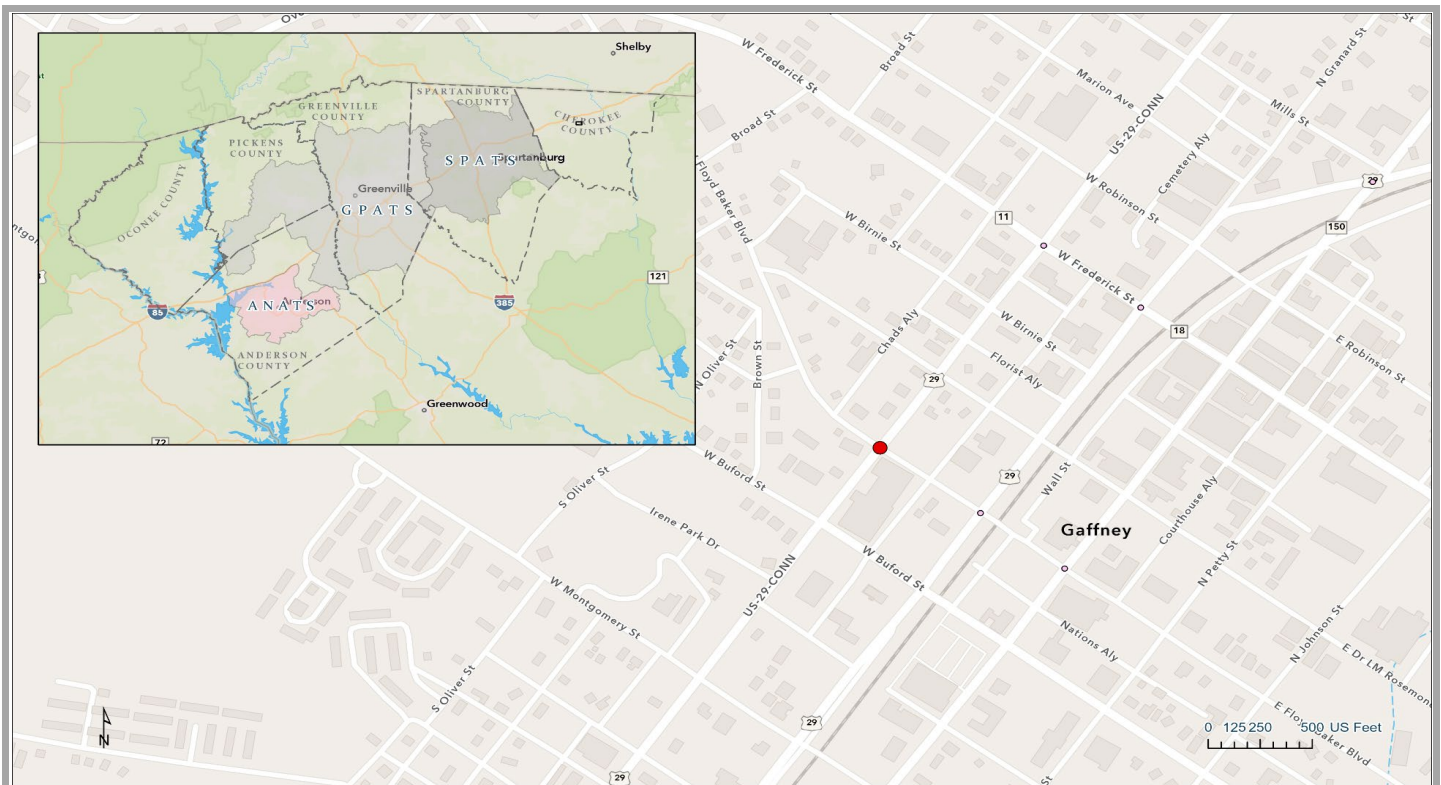
Route US 29 @ Floyd Baker Blvd

Federal  
Performance  
MeasuresTermini /  
Intersection US 29 @ Floyd Baker Blvd

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 42 crashes, 15 of which were SI (36%). The crash rate is 1.9. The project ranked #15 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2024                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2026                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2027                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

Project Notes



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | PE | 2024 | ROW | 2026 | CON | 2027 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

SCDOT PIN # N/A

ACOG Rank 2022-8

Lead Agency ACOG

City N/A

County Cherokee

Length N/A

Horizon Year 2025

Program Guideshare

Total Cost \$2,000,000

Project Name /

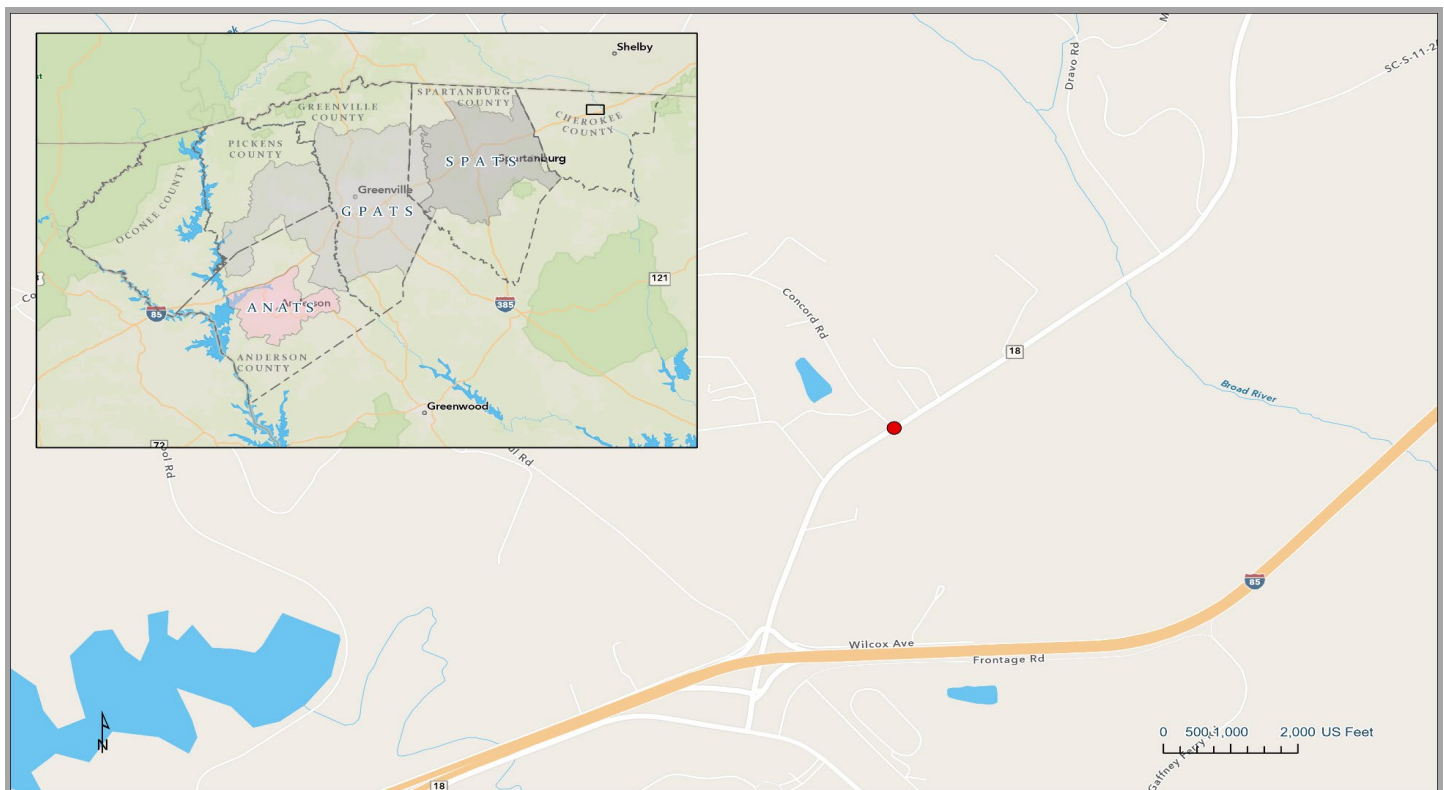
Route SC 18 @ Concord Rd

Federal  
Performance  
MeasuresTermini /  
Intersection SC 18 @ Concord Rd

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 19 crashes, 5 of which were SI (26%). The crash rate is 1.6. The project ranked #22 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2025                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2027                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2028                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

Project Notes



Total Future Construction Cost

N/A


## Obligation History

| Project Phase | PL | PE | 2025 | ROW | 2027 | CON | 2028 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

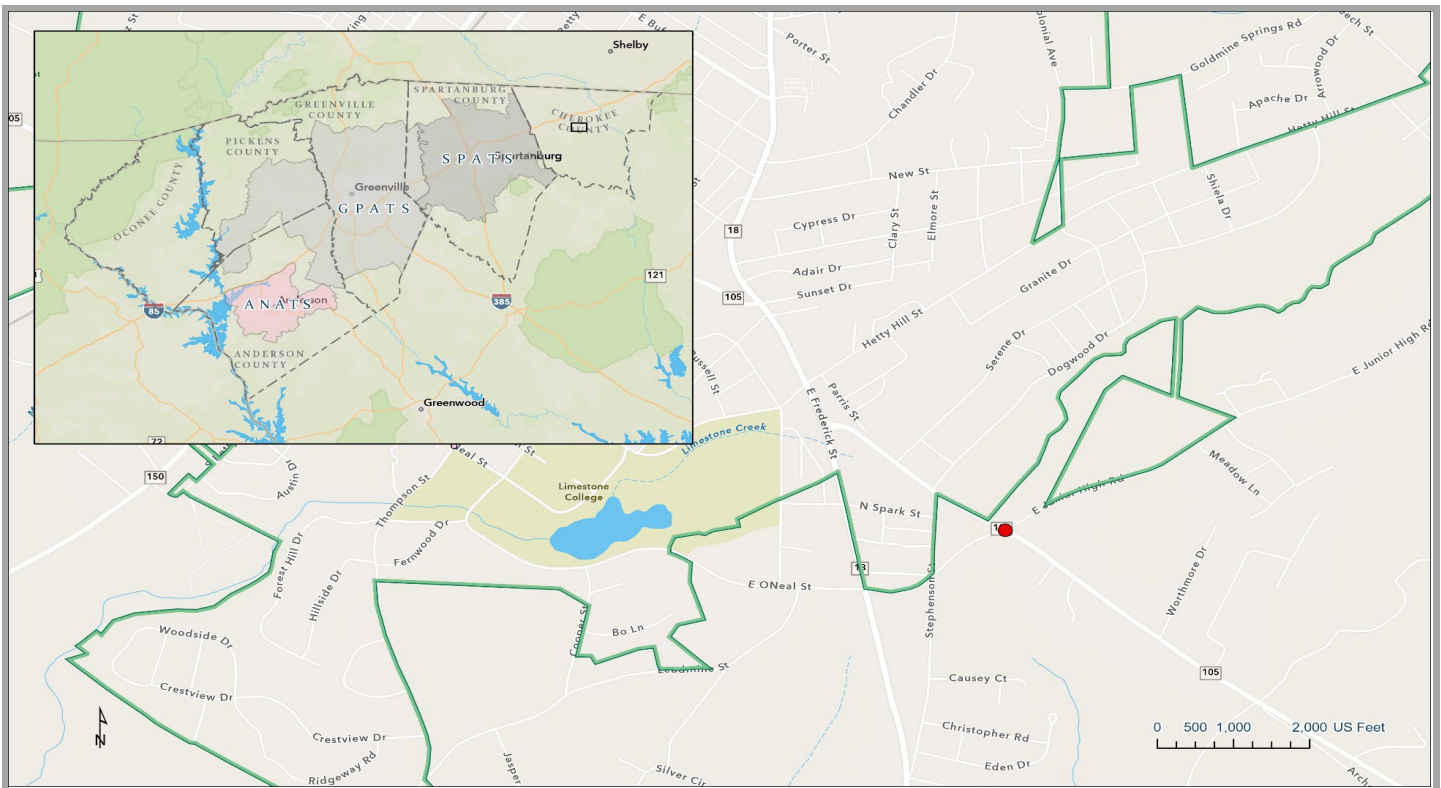
Administrative  
Modifications

|                        |   |           |            |                              |   |
|------------------------|---|-----------|------------|------------------------------|---|
| SCDOT PIN #            | N/A   | ACOG Rank | 2022-9     | Lead Agency                  | ACOG  |
| City                   | N/A   | County    | Cherokee   | Length                       | N/A   |
| Horizon Year           | 2026  | Program   | Guideshare | Total Cost                   | \$2,000,000   |
| Project Name / Route   | Intersection Improvement<br>SC 105 @ E Oneal St |           |            | Federal Performance Measures |  |
| Termini / Intersection | SC 105 @ E Oneal St                             |           |            |                              |   |

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 15 crashes, 8 of which were SI (53%). The crash rate is 1.5. The project ranked #26 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2026                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2028                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2029                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

## Project Notes



**Total Future Construction Cost** N/A


## Obligation History

| Project Phase | PL | PE | 2026 | ROW | 2028 | CON | 2029 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

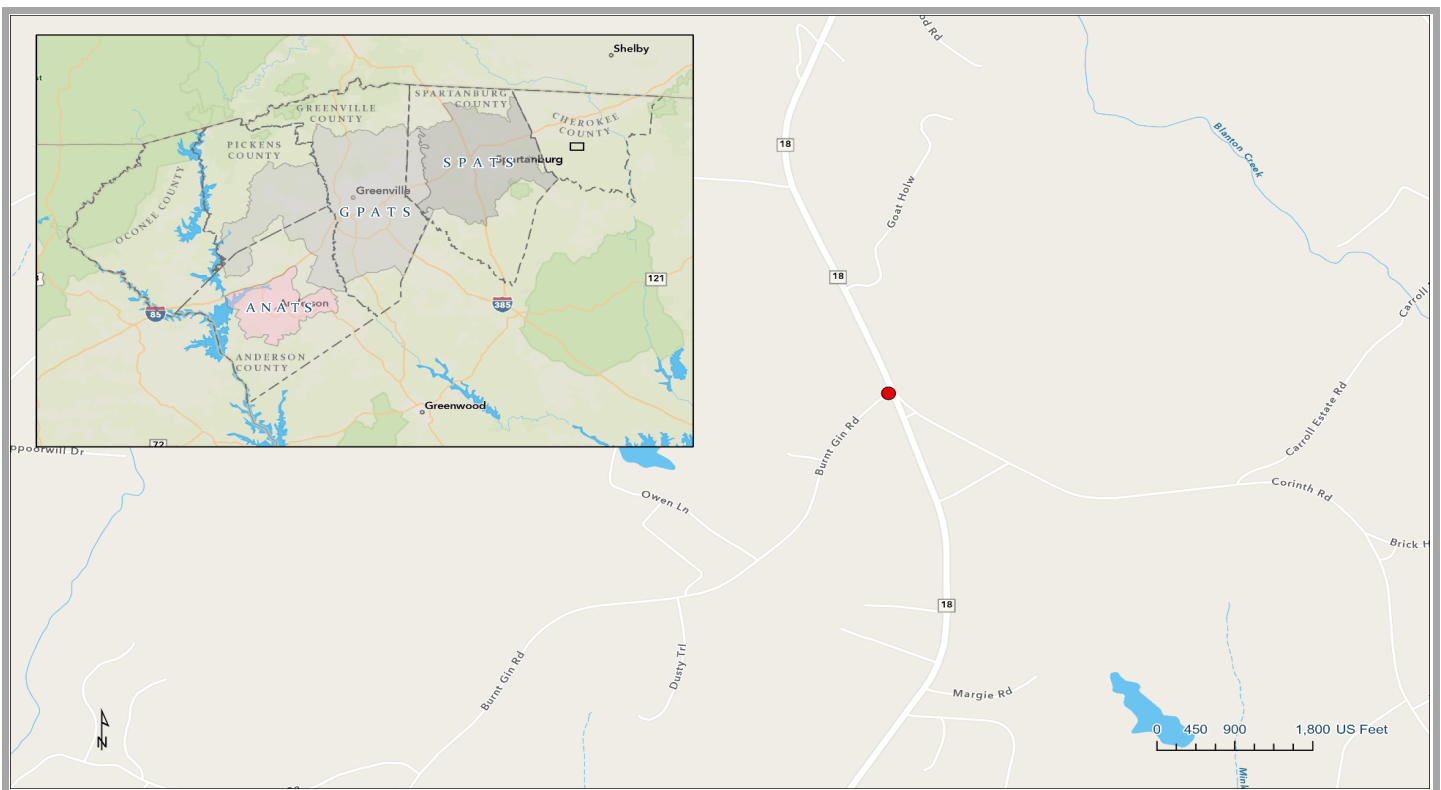
Administrative  
Modifications

|                        |  |           |            |                              |   |
|------------------------|--|-----------|------------|------------------------------|---|
| SCDOT PIN #            | N/A  | ACOG Rank | 2022-13    | Lead Agency                  | ACOG  |
| City                   | N/A  | County    | Cherokee   | Length                       | N/A   |
| Horizon Year           | 2030+  | Program   | Guideshare | Total Cost                   | \$600,000   |
| Project Name / Route   | Intersection Improvement<br>SC 18 @ Corinth Rd |           |            | Federal Performance Measures |  |
| Termini / Intersection | SC 18 @ Corinth Rd                             |           |            |                              |   |

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 16 crashes, 4 of which were SI (25%). The crash rate is 1.3. The project ranked #35 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2028                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2029                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$600,000   | \$480,000     | \$120,000   |             |

**Project Notes**



**Total Future Construction Cost** \$ 1,400,000

#### Obligation History


| Project Phase | PL | PE | 2028 | ROW | 2029 | CON | 2030+ |
|---------------|----|----|------|-----|------|-----|-------|
|---------------|----|----|------|-----|------|-----|-------|

#### Revision History

**Amendments**

**Administrative  
Modifications**

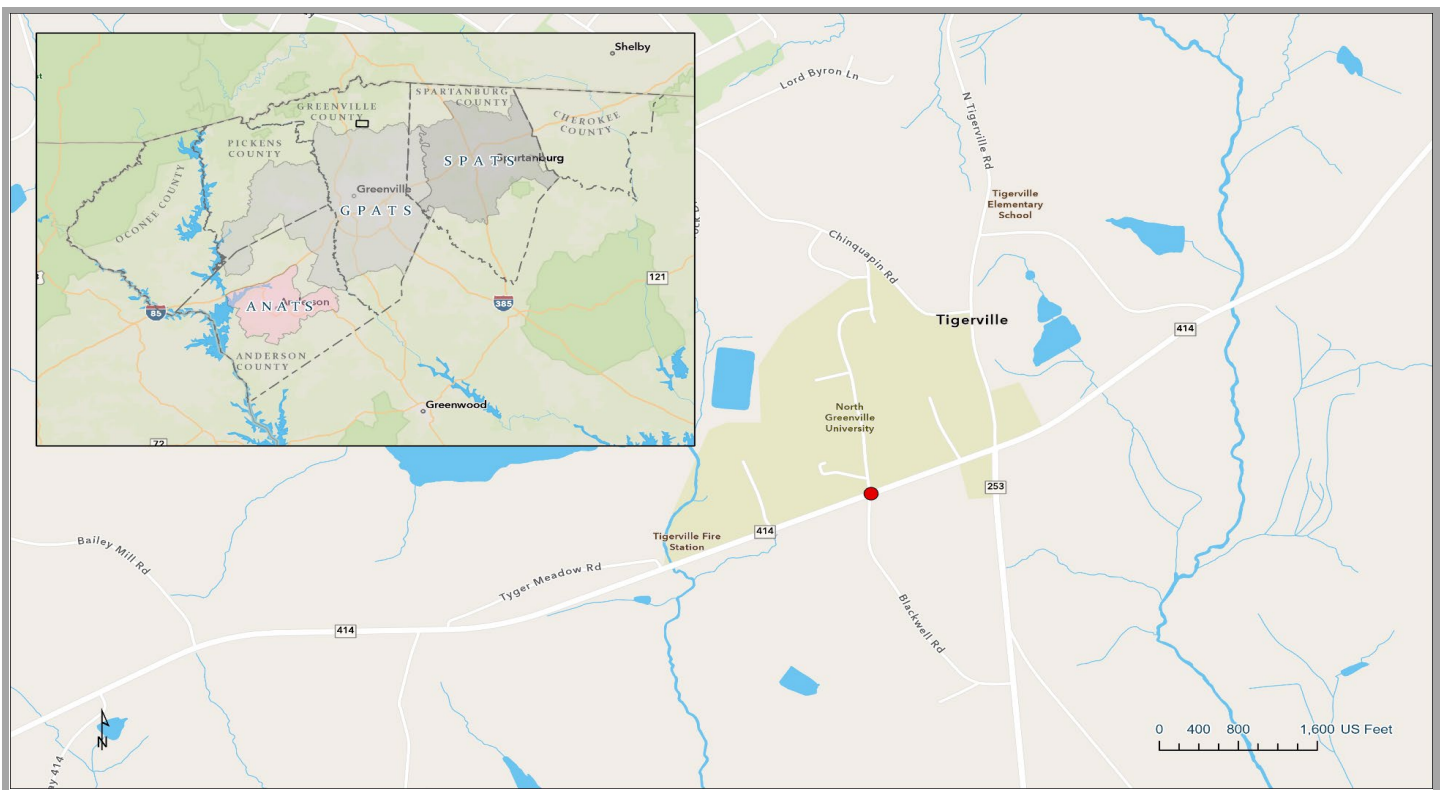


|                        |   |           |            |                              |   |
|------------------------|---|-----------|------------|------------------------------|---|
| SCDOT PIN #            | N/A   | ACOG Rank | 2022-2     | Lead Agency                  | ACOG  |
| City                   | N/A   | County    | Greenville | Length                       | N/A   |
| Horizon Year           | 2026  | Program   | Guideshare | Total Cost                   | \$2,000,000   |
| Project Name / Route   | Intersection Improvement<br>SC 414 @ Blackwell Rd |           |            | Federal Performance Measures |  |
| Termini / Intersection | SC 414 @ Blackwell Rd                             |           |            |                              |   |

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 20 crashes, 7 of which were SI (35%). The crash rate is 3.0. The project ranked #2 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2023                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2025                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2026                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

**Project Notes**



**Total Future Construction Cost** N/A

#### Obligation History

| Project Phase | PL | PE | 2023 | ROW | 2025 | CON | 2026 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

**Amendments**

**Administrative  
Modifications**

SCDOT PIN # P031970

ACOG Rank 2016-9

Lead Agency ACOG

City N/A

County Oconee

Length N/A

Horizon Year 2024

Program Guideshare

Total Cost \$3,500,000

Project Name / The PIER / Adams Crossing Intersection Improvements

Route JP Stevens Rd at W Cherry Rd and Martin Creek Rd

Termini / S-37 (JP Stevens Rd) at S-37 (W Cherry Rd)

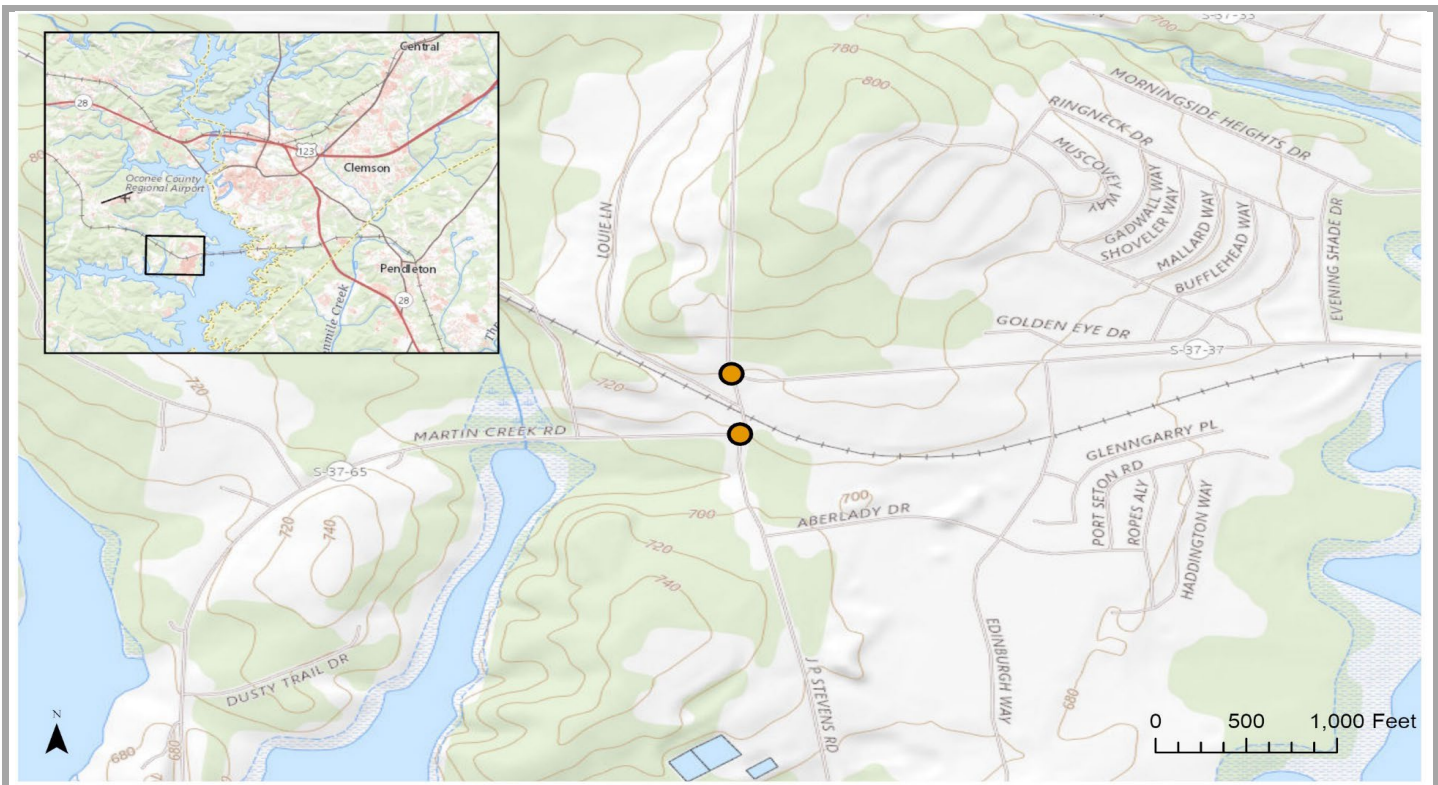
Intersection S-65 (JP Stevens Rd) at S-65 (Martin Creek Rd)

Federal  
Performance  
MeasuresProject  
Description

Improve sight distance at intersection approaches and reconfigure geometry. Sight distance is an issue approaching J.P. Stevens Road from the east on West Cherry Road. In addition, the geometry at the intersection is confusing to approaching motorists. Sight distance is also an issue at the Martin Creek Road approach. Modifications will address these issues and improve safety.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | STBGP           | \$500,000   | \$400,000     | \$100,000   |             |
| 2023                            | ROW           | STBGP           | \$500,000   | \$400,000     | \$100,000   |             |
| 2024                            | CON           | STBGP           | \$2,500,000 | \$2,000,000   | \$500,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$500,000   | \$400,000     | \$100,000   |             |
| Total 2023-2029 TIP Cost        |               |                 | \$3,000,000 | \$2,400,000   | \$600,000   |             |

Project Notes



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | PE | 2019 | ROW | 2023 | CON | 2024 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name / Route

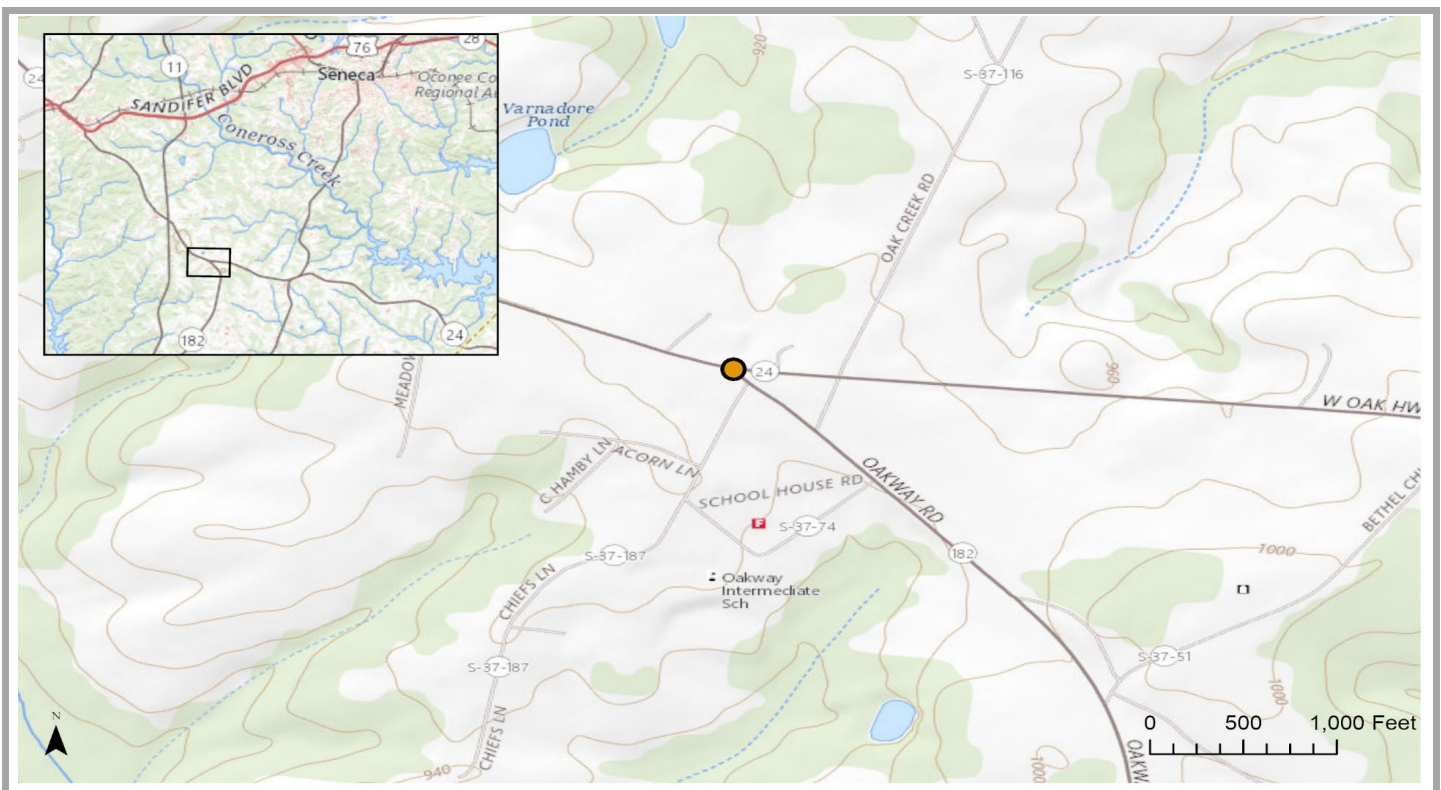
Federal Performance Measures 

Termini / Intersection

Project Description

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | STBGP           | \$500,000   | \$400,000     | \$100,000   |             |
| PY                              | ROW           | STBGP           | \$350,000   | \$280,000     | \$70,000    |             |
| 2023                            | CON           | STBGP           | \$1,800,000 | \$1,440,000   | \$360,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$850,000   | \$680,000     | \$170,000   |             |
| Total 2023-2029 TIP Cost        |               |                 | \$1,800,000 | \$1,440,000   | \$360,000   |             |

Project Notes



Total Future Construction Cost

N/A

#### Obligation History



| Project Phase | PL | PE | 2018 | ROW | 2022 | CON | 2023 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

Amendments

Administrative Modifications

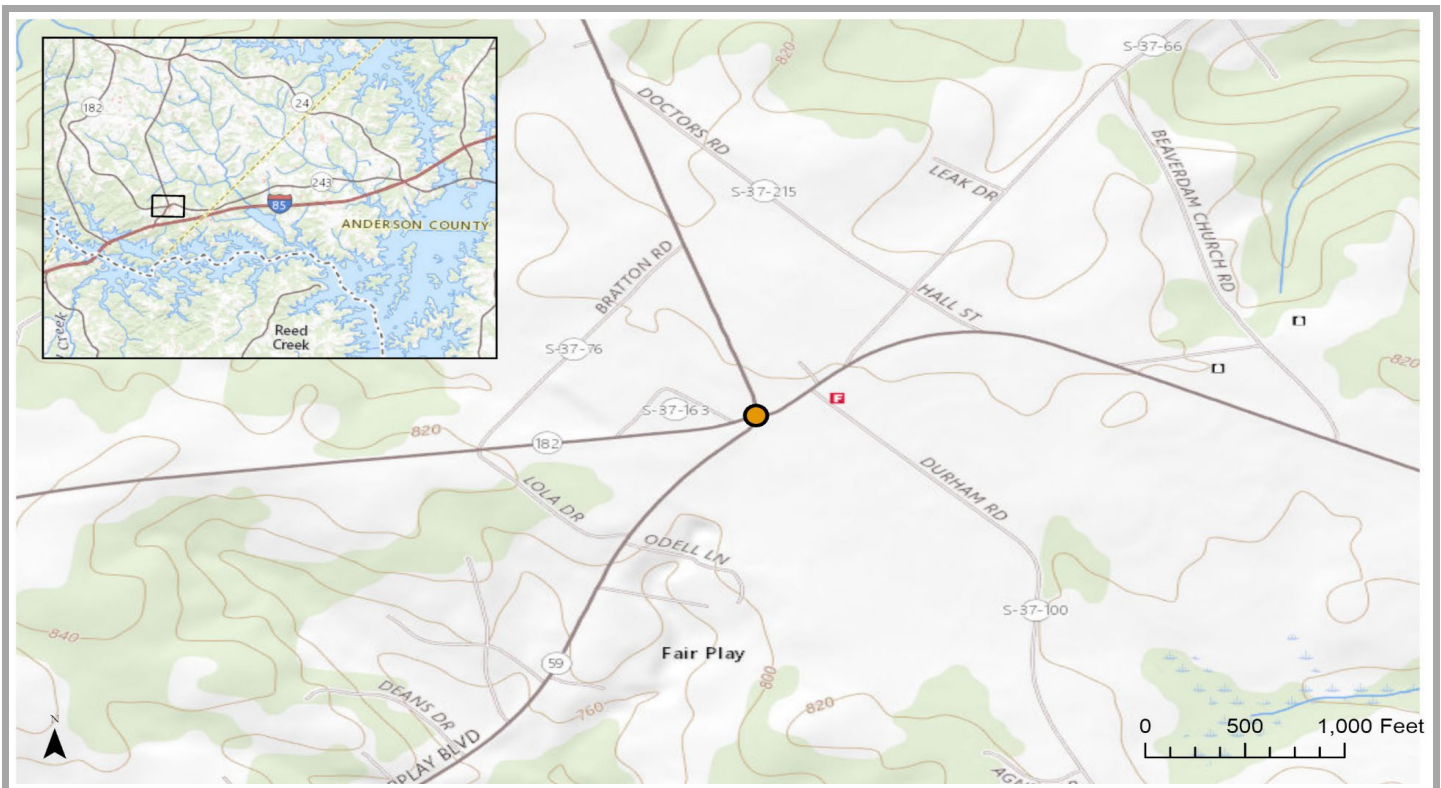


|                        |  |           |            |                              |   |
|------------------------|--|-----------|------------|------------------------------|---|
| SCDOT PIN #            | P031969  | ACOG Rank | 2016-8     | Lead Agency                  | ACOG  |
| City                   | Fair Play  | County    | Oconee     | Length                       | N/A   |
| Horizon Year           | 2023   | Program   | Guideshare | Total Cost                   | \$4,500,000   |
| Project Name / Route   | Yoders Intersection Improvement<br>SC 59 @ SC 182 / SC 243 |           |            | Federal Performance Measures |   |
| Termini / Intersection | SC 59 @ SC 182 / SC 243                                    |           |            |                              |   |

**Project Description** Improve intersection geometry and safety. The intersection is confusing and unsafe, and operates as a 3-way intersection rather than a 4-way intersection. Reconfigure the geometry of the intersection and add signalization.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | STBGP           | \$1,000,000 | \$800,000     | \$200,000   |             |
| PY                              | ROW           | STBGP           | \$1,000,000 | \$800,000     | \$200,000   |             |
| 2023                            | CON           | STBGP           | \$2,500,000 | \$2,000,000   | \$500,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,500,000 | \$2,000,000   | \$500,000   |             |

**Project Notes**



**Total Future Construction Cost** N/A

#### Obligation History

| Project Phase | PL | PE | 2019 | ROW | 2022 | CON | 2023 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

**Amendments**

**Administrative  
Modifications**

|                        |                                       |           |            |             |             |
|------------------------|---------------------------------------|-----------|------------|-------------|-------------|
| SCDOT PIN #            | N/A                                   | ACOG Rank | 2022-7     | Lead Agency | ACOG        |
| City                   | N/A                                   | County    | Oconee     | Length      | N/A         |
| Horizon Year           | 2027                                  | Program   | Guideshare | Total Cost  | \$1,500,000 |
| Project Name / Route   | Bridge Rehabilitation<br>I-85 @ SC 11 |           |            |             |             |
| Termini / Intersection | I-85 @ SC 11                          |           |            |             |             |

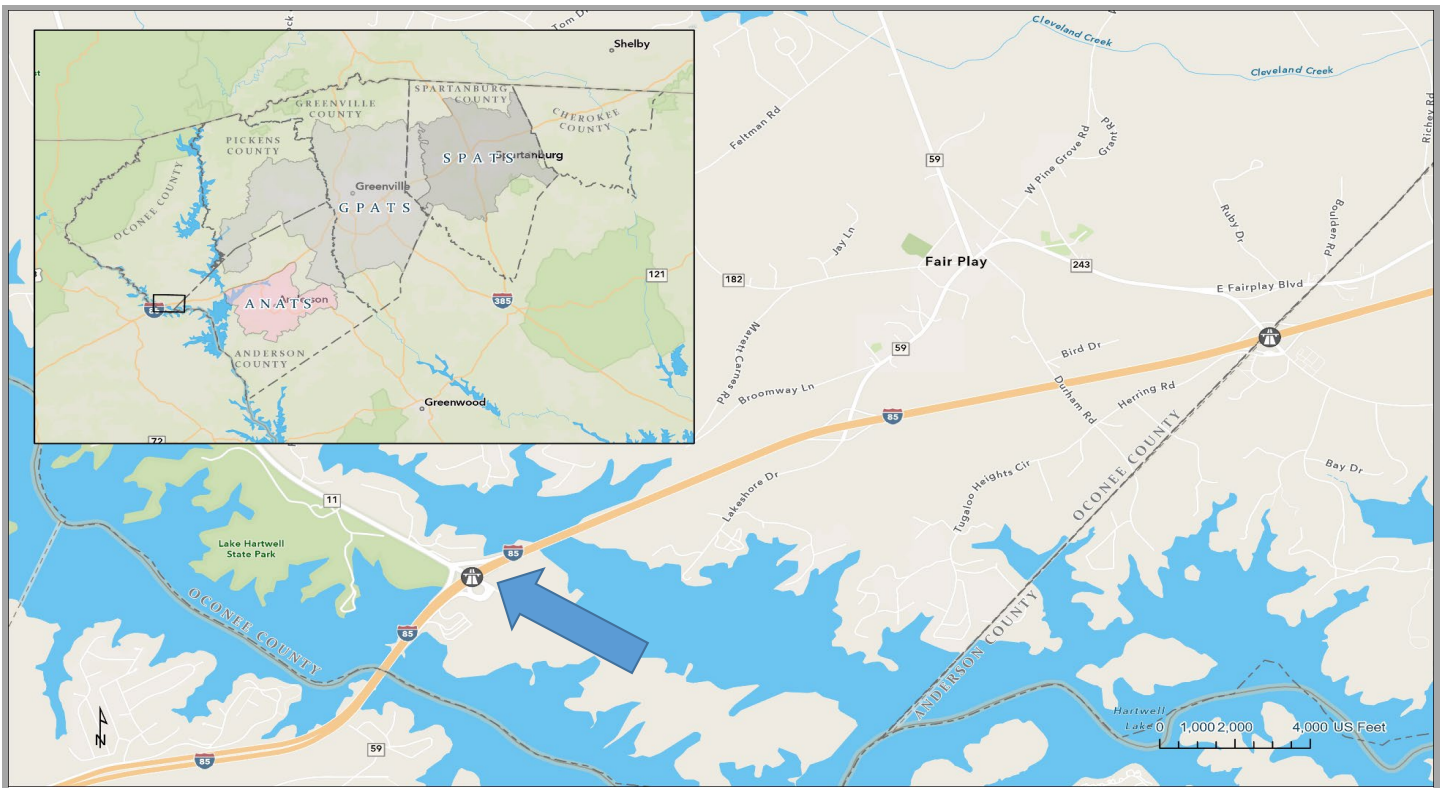
Federal  
Performance  
Measures



**Project Description** Rehabilitate SC 11 bridge over I-85 (Exit 4). Bridges are on the freight network and rated in poor condition (per 2018 SCDOT data) but not currently included in the SCDOT programmed project list. 500 ac of undeveloped Industrial land adjacent to interchange and nearby Golden Corner Commerce Park (260 ac, 2M SF of Mfg, Wrh, Dist) justify improvements.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2025                            | PE            | STBPG           | \$250,000   | \$200,000     | \$50,000    |             |
| 2026                            | ROW           | STBPG           | \$50,000    | \$40,000      | \$10,000    |             |
| 2027                            | CON           | STBPG           | \$1,200,000 | \$960,000     | \$240,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$1,500,000 | \$1,200,000   | \$300,000   |             |

Project Notes



Total Future Construction Cost N/A

#### Obligation History

| Project Phase | PL | PE | 2025 | ROW | 2026 | CON | 2027 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

Amendments

Administrative  
Modifications

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name /  
Route

Termini /  
Intersection

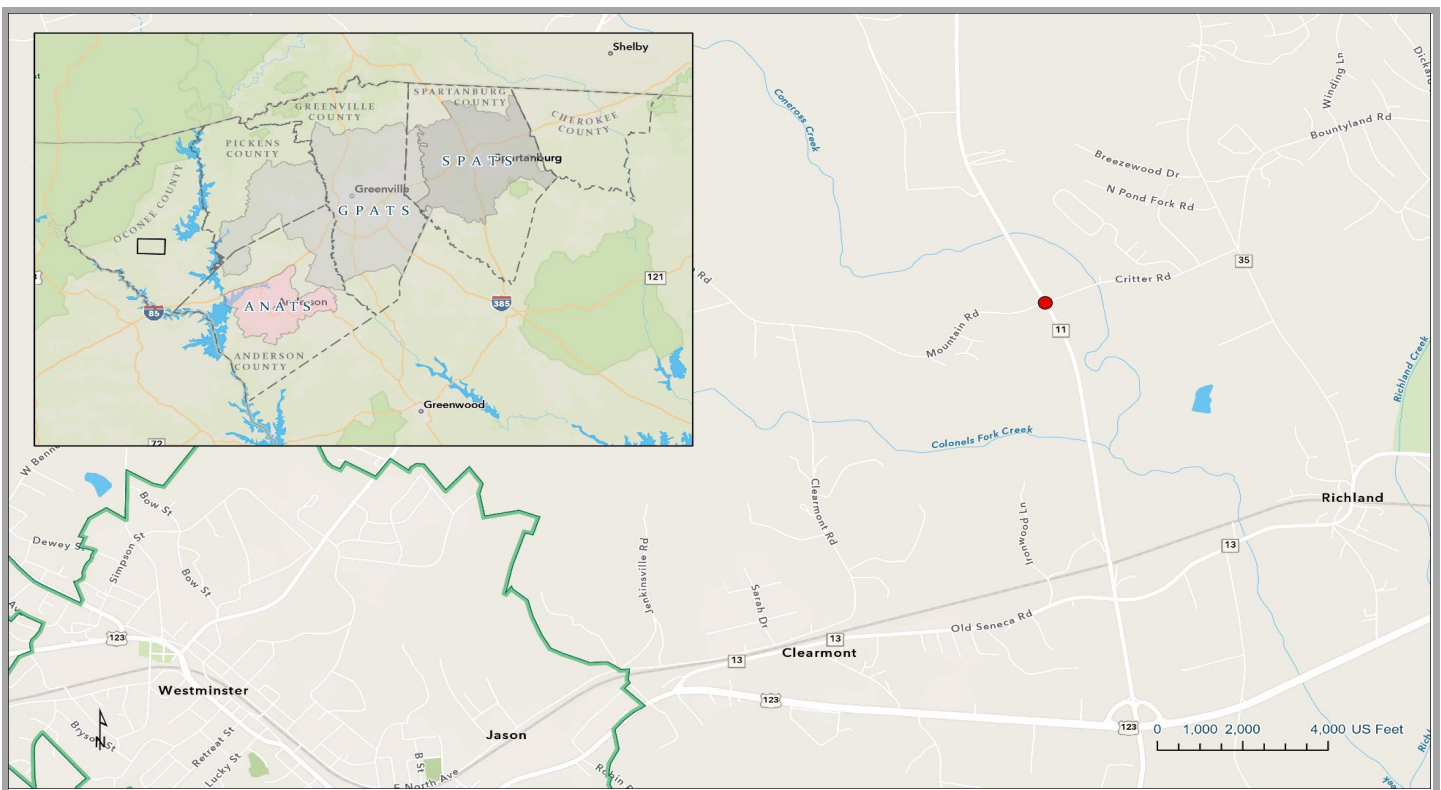
Federal  
Performance  
Measures



Project Description

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2027                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2029                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$600,000   | \$480,000     | \$120,000   |             |

Project Notes



Total Future Construction Cost \$ 1,400,000

#### Obligation History


| Project Phase | PL | PE | 2027 | ROW | 2029 | CON | 2030+ |
|---------------|----|----|------|-----|------|-----|-------|
|               |    |    |      |     |      |     |       |

#### Revision History

Amendments

Administrative  
Modifications

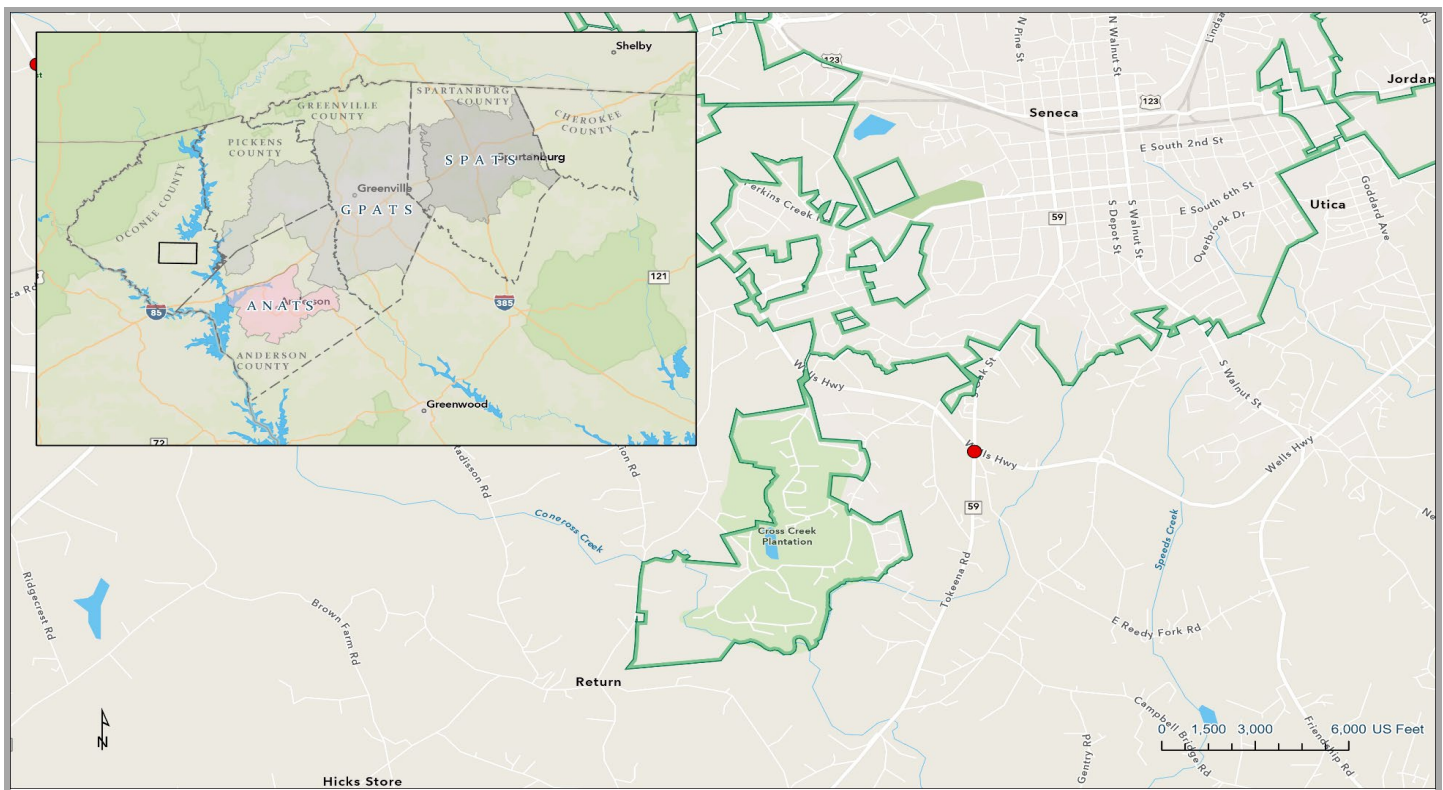


|                        |   |           |            |                              |   |
|------------------------|---|-----------|------------|------------------------------|---|
| SCDOT PIN #            | N/A   | ACOG Rank | 2022-12    | Lead Agency                  | ACOG  |
| City                   | N/A   | County    | Oconee     | Length                       | N/A   |
| Horizon Year           | 2030+   | Program   | Guideshare | Total Cost                   | \$600,000   |
| Project Name / Route   | Intersection Improvement<br>SC 59 @ Wells Hwy |           |            | Federal Performance Measures |  |
| Termini / Intersection | SC 59 @ Wells Hwy                             |           |            |                              |   |

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 26 crashes, 6 of which were SI (40%). The crash rate is 1.3. The project ranked #24 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2027                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2029                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$600,000   | \$480,000     | \$120,000   |             |

**Project Notes**



**Total Future Construction Cost** \$ 1,400,000

#### Obligation History

| Project Phase | PL | PE | 2027 | ROW | 2029 | CON | 2030+ |
|---------------|----|----|------|-----|------|-----|-------|
|---------------|----|----|------|-----|------|-----|-------|

#### Revision History

**Amendments**

**Administrative  
Modifications**

SCDOT PIN # N/A

ACOG Rank 2022-1

Lead Agency ACOG

City Seneca

County Oconee

Length Approx. 0.75 Mi.

Horizon Year 2026

Program Guideshare

Total Cost \$1,550,000

Project Name /  
Route Resurfacing  
US 123 (Sandifer Rd)

Termini /  
Intersection US 123 from N Walnut St to SC 130

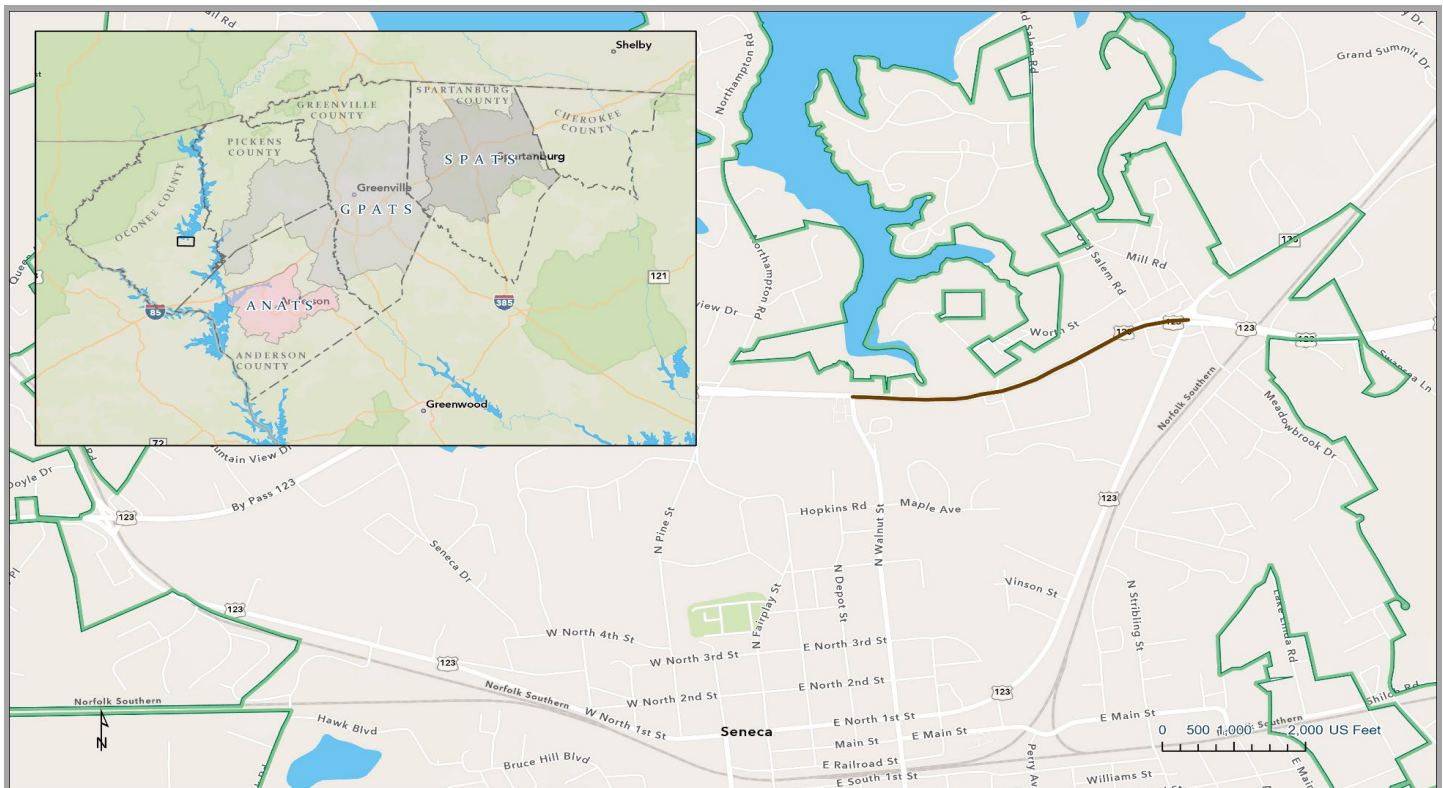
Federal  
Performance  
Measures



Project Description Improve pavement quality along heavily traveled section of US 123 by resurfacing and adding/widening shoulders where possible. Examine intersection of US 123 and SC 130 for functional improvements. 2021 data show this stretch of US 123 has a PQI of 2.91, INI of 133.73, and rut depth of 0.17. The project ranked #2 for resurfacing per SCDOT ED 63.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2024                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2025                            | ROW           | STBPG           | \$50,000    | \$40,000      | \$10,000    |             |
| 2026                            | CON           | STBPG           | \$1,000,000 | \$800,000     | \$200,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$1,550,000 | \$1,240,000   | \$310,000   |             |

Project Notes



Total Future Construction Cost

N/A

## Obligation History

| Project Phase | PL | PE | 2024 | ROW | 2025 | CON | 2026 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

Administrative  
Modifications

SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name / Route

Termini / Intersection

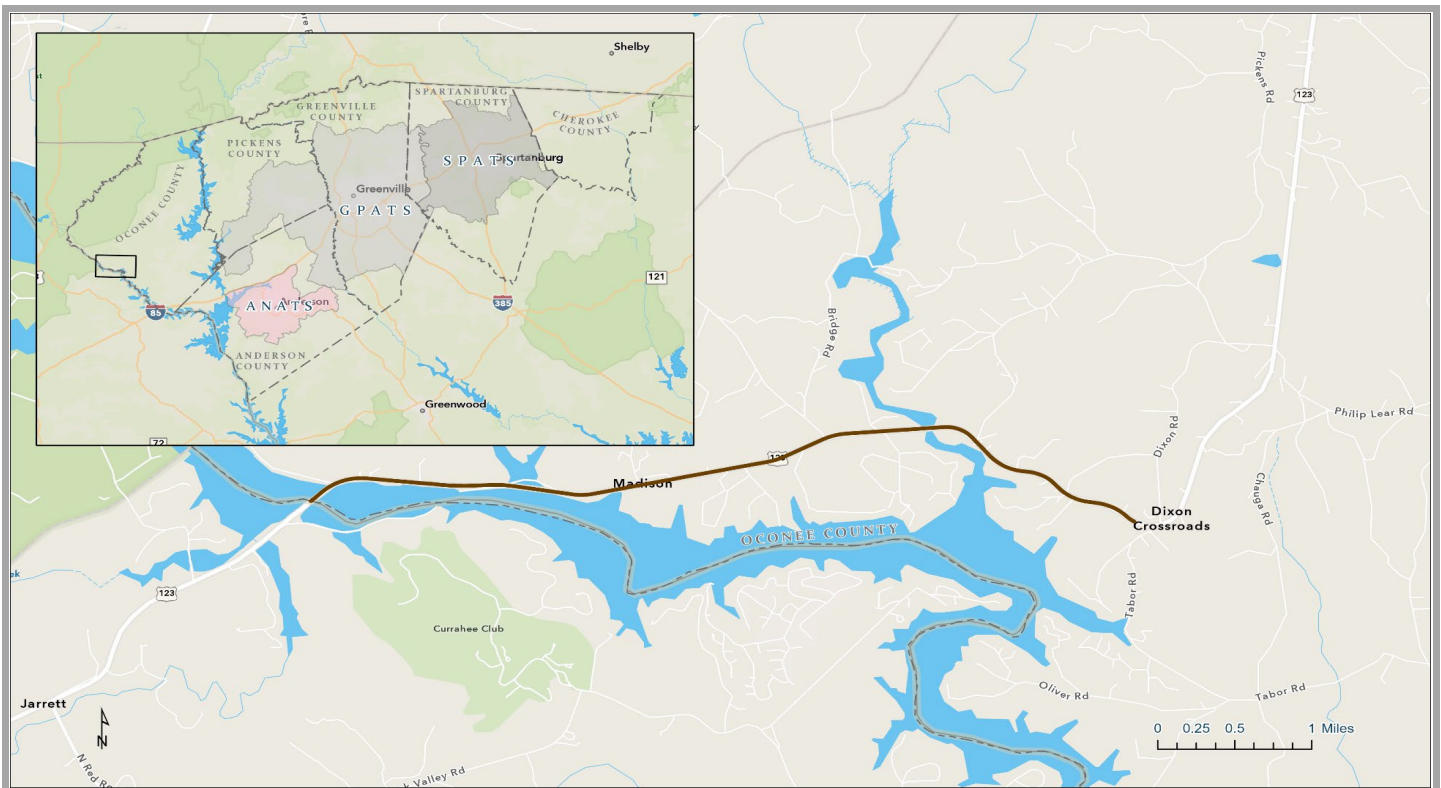
Federal Performance Measures   

Project Description

Improve pavement quality along heavily traveled section of US 123 by resurfacing and adding/widening shoulders where possible. 2021 data show this stretch of US 123 has a PQI of 1.90, INI of 124.49, and rut depth of 0.26. The project ranked #3 for resurfacing per SCDOT ED 63.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2026                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2027                            | ROW           | STBPG           | \$50,000    | \$40,000      | \$10,000    |             |
| 2028                            | CON           | STBPG           | \$7,000,000 | \$5,600,000   | \$1,400,000 |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$7,550,000 | \$6,040,000   | \$1,510,000 |             |

Project Notes



Total Future Construction Cost

N/A

#### Obligation History

| Project Phase | PL | PE | 2026 | ROW | 2027 | CON | 2028 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

Amendments

Administrative  
Modifications



SCDOT PIN # P038350

ACOG Rank 2016-2

Lead Agency ACOG

City N/A

County Pickens

Length 3.7 Miles

Horizon Year 2023

Program Guideshare

Total Cost \$4,550,000

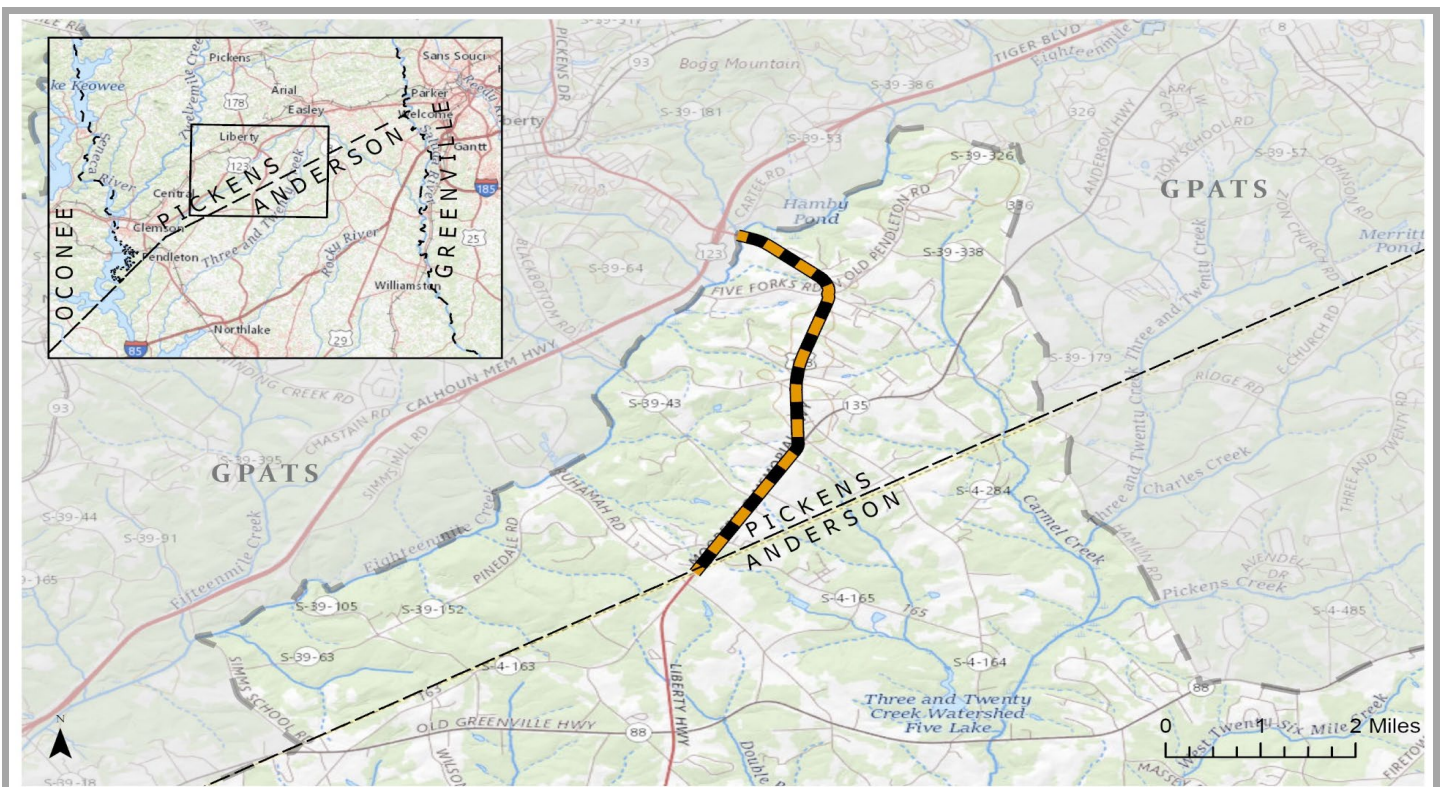
Project Name /  
Route Resurfacing  
US 178Termini /  
Intersection From Anderson County line to US 123 (GPATS Boundary)Federal  
Performance  
Measures

**Project Description** Improve pavement quality along heavily traveled section of US 178 by resurfacing and adding shoulders where possible. Look at possible intersection improvements with SC 135

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | SPBGP           | \$500,000   | \$400,000     | \$100,000   |             |
| PY                              | ROW           | SPBGP           | \$50,000    | \$40,000      | \$10,000    |             |
| 2023                            | CON           | SPBGP           | \$4,000,000 | \$3,200,000   | \$800,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$550,000   | \$440,000     | \$110,000   |             |
| Total 2023-2029 TIP Cost        |               |                 | \$4,000,000 | \$3,200,000   | \$800,000   |             |

**Project Notes**

Combined with SCDOT PIN# P031965 (US 178 @ SC 135 Intersection Improvement). Will study SC 135 intersection as part of this project and determine if improvements are needed. Any improvements will be completed as part of the resurfacing project.



SCDOT PIN #  ACOG Rank  Lead Agency   
 City  County  Length   
 Horizon Year  Program  Total Cost

Project Name /  
Route

Termini /  
Intersection

Federal  
Performance  
Measures

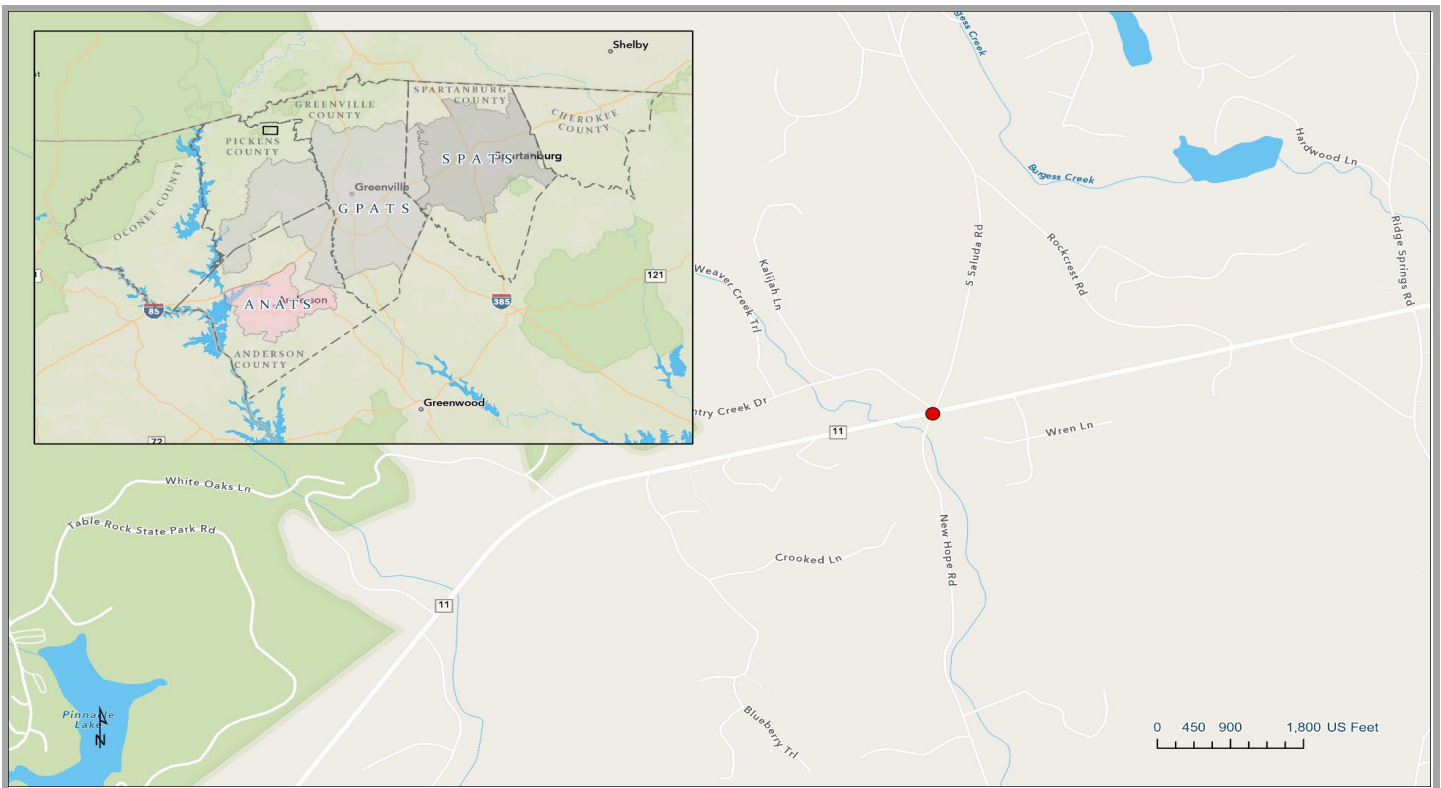


Project  
Description

Evaluate the intersection for safety. Potential for roundabout to reduce speeds along the corridor. Regional safety analysis of crash data from 2016-2020 showed a total of 12 crashes, 4 of which were SI (33%). The crash rate is 2.0. The project ranked #14 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2024                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2026                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2027                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

Project Notes



Total Future Construction Cost

N/A


#### Obligation History

| Project Phase | PL | PE | 2024 | ROW | 2026 | CON | 2027 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

Amendments

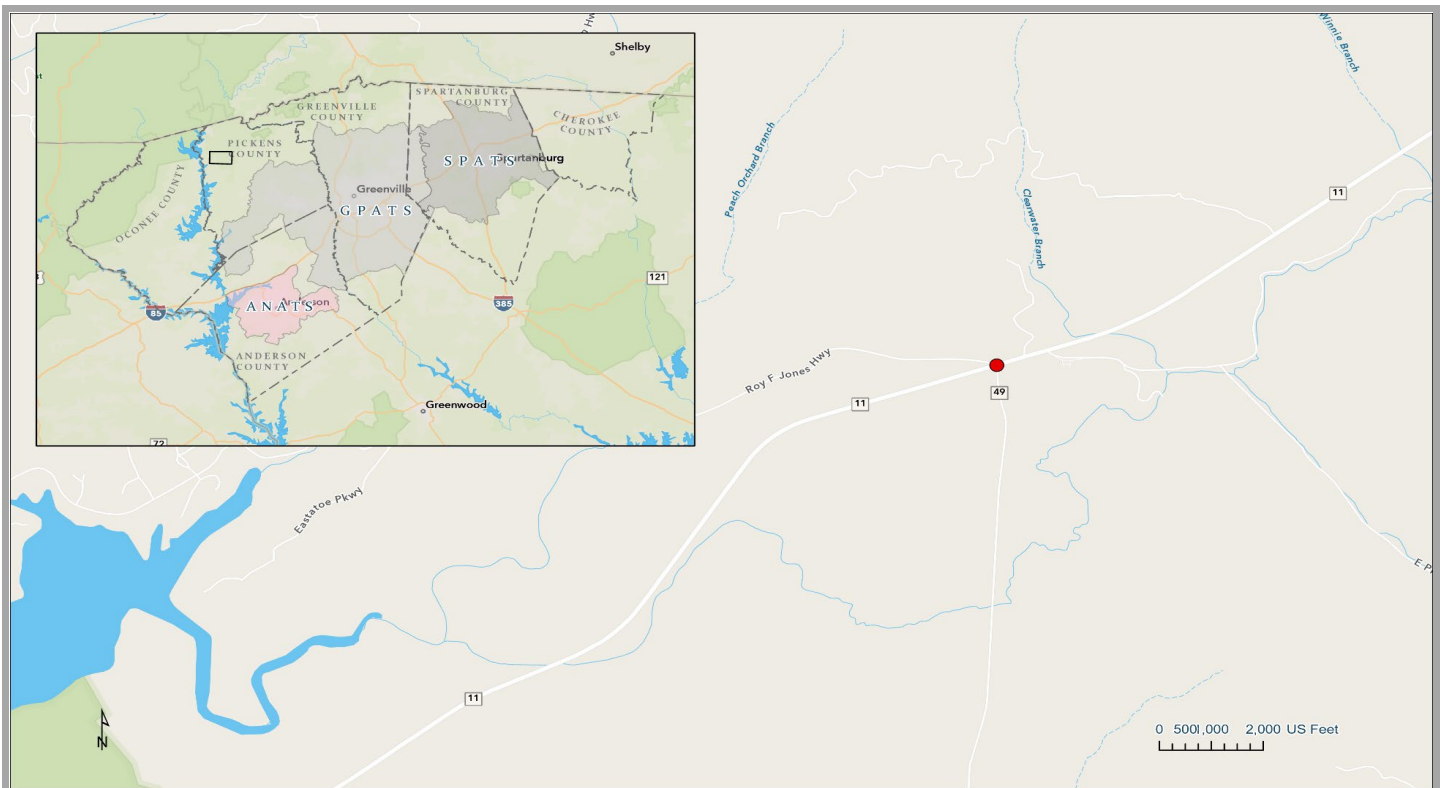
Administrative  
Modifications

|                        |   |           |            |                              |   |
|------------------------|---|-----------|------------|------------------------------|---|
| SCDOT PIN #            | N/A   | ACOG Rank | 2022-7     | Lead Agency                  | ACOG  |
| City                   | N/A   | County    | Pickens    | Length                       | N/A   |
| Horizon Year           | 2028  | Program   | Guideshare | Total Cost                   | \$2,000,000   |
| Project Name / Route   | Intersection Improvement<br>SC 11 @ Little Eastatoee Rd |           |            | Federal Performance Measures |  |
| Termini / Intersection | SC 11 @ Little Eastatoee Rd                             |           |            |                              |   |

**Project Description** Evaluate the intersection for safety. Potential for roundabout to reduce speeds along the corridor. Examine intersections of SC and SC 49, Eastatoee Creek Rd and Buck Ridge Rd. Regional safety analysis of crash data from 2016-2020 showed a total of 11 crashes, 3 of which were SI (27%). The crash rate is 1.8. The project ranked #18 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2025                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2027                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2028                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

**Project Notes**



**Total Future Construction Cost** N/A

#### Obligation History

| Project Phase | PL | PE | 2025 | ROW | 2027 | CON | 2028 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

**Amendments**

**Administrative  
Modifications**



SCDOT PIN # P030724

ACOG Rank 2016-3

Lead Agency ACOG

City Campobello

County Spartanburg

Length N/A

Horizon Year 2022

Program Guideshare

Total Cost \$1,450,000

Project Name /  
Route Central Campobello Intersection Improvement  
Main St at Depot St / Holly Springs Rd

Federal  
Performance  
Measures



Termini /  
Intersection US 176 (Main St) at SC 357 (Depot St / Holly Springs Rd)

Project Description Improve safety and functionality of intersection. Both SC 357 approaches to US 76 are misaligned. It may be cost prohibitive to realign these intersections. Signalize intersection and review grade of approaches is a potential solution

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| PY                              | PE            | STBGP           | \$150,000   | \$120,000     | \$30,000    |             |
| PY                              | ROW           | STBGP           | \$300,000   | \$240,000     | \$60,000    |             |
| PY                              | CON           | STBGP           | \$1,000,000 | \$800,000     | \$200,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 | \$1,450,000 | \$1,160,000   | \$290,000   |             |
| Total 2023-2029 TIP Cost        |               |                 |             |               |             |             |

## Project Notes

1. At SW corner of intersection, historic steps were discovered and must be avoided.
2. Historic wall located along SC 357, S of Main St. Redesign project.



Total Future Construction Cost

N/A

## Obligation History


| Project Phase | PL | PE | 2017 | ROW | 2020 | CON | 2022 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

## Revision History

Amendments

2018

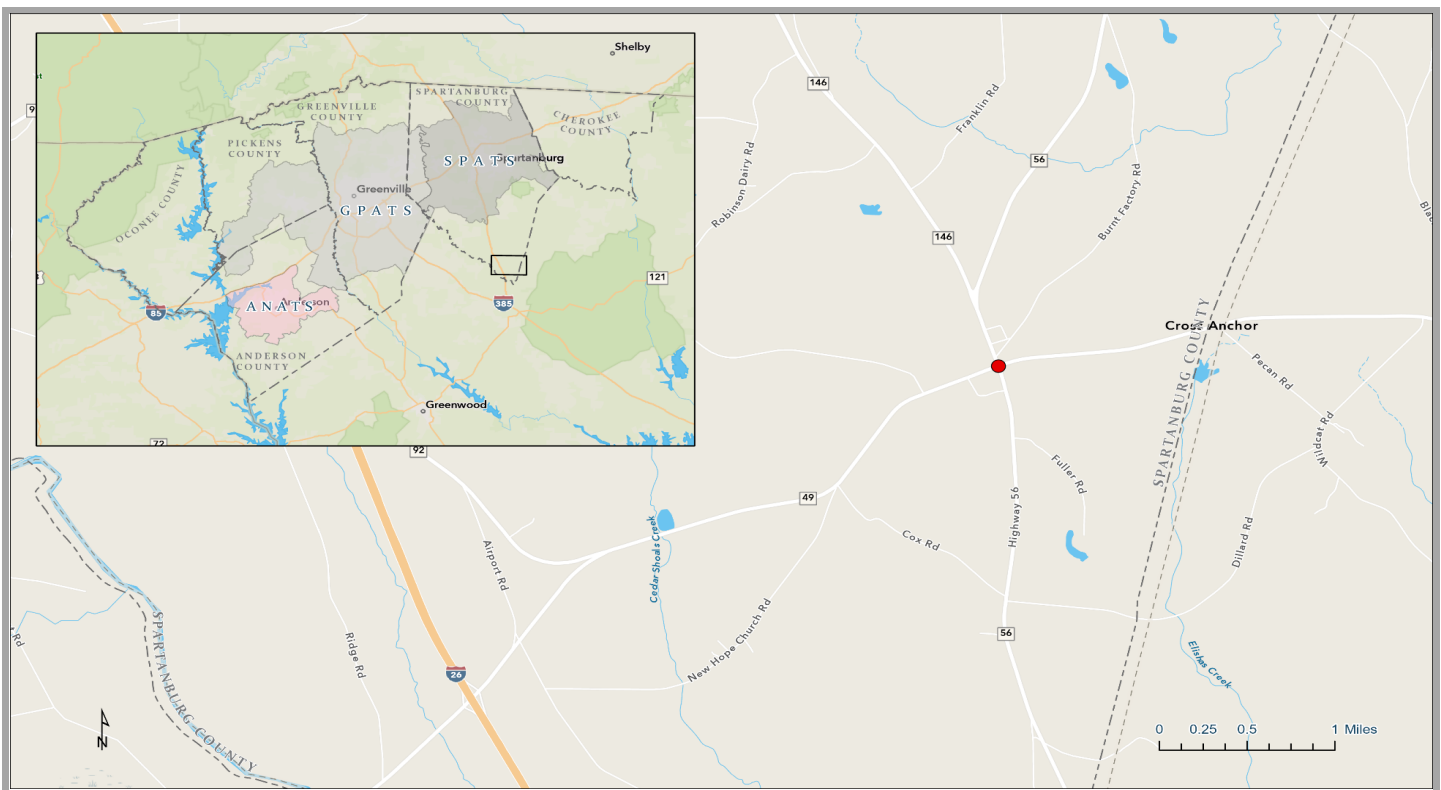
Administrative  
Modifications

|                        |   |           |             |                              |   |
|------------------------|---|-----------|-------------|------------------------------|---|
| SCDOT PIN #            | N/A                                       | ACOG Rank | 2022-1      | Lead Agency                  | ACOG  |
| City                   | N/A                                       | County    | Spartanburg | Length                       | N/A   |
| Horizon Year           | 2026                                      | Program   | Guideshare  | Total Cost                   | \$2,000,000   |
| Project Name / Route   | Intersection Improvement<br>SC 49 @ SC 56 |           |             | Federal Performance Measures |  |
| Termini / Intersection | SC 49 @ SC 56                             |           |             |                              |   |

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 25 crashes, 7 of which were SI (28%). The crash rate is 4.0. The project ranked #1 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2023                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2025                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2026                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

**Project Notes**



**Total Future Construction Cost** N/A


#### Obligation History

| Project Phase | PL | PE | 2023 | ROW | 2025 | CON | 2026 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

**Amendments**

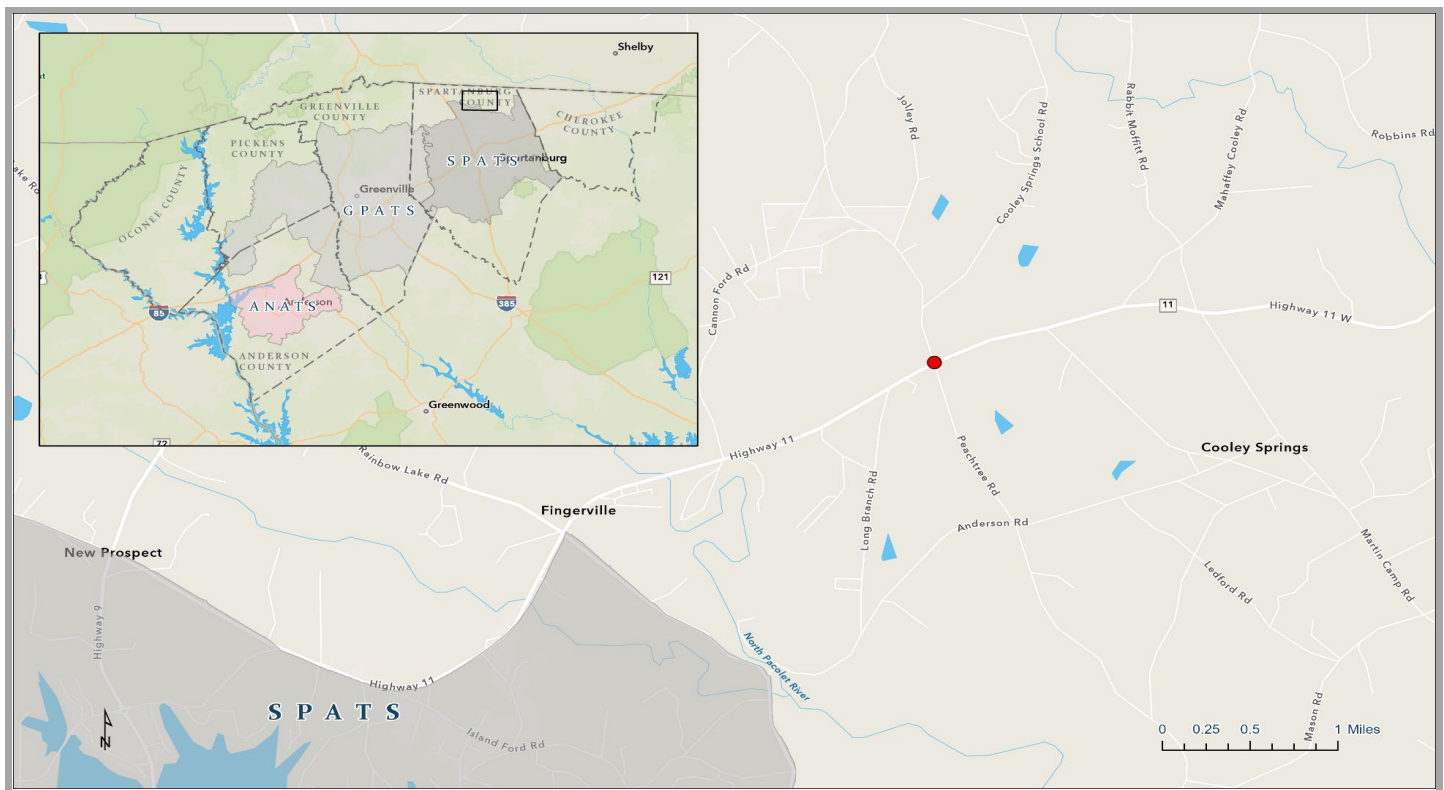
**Administrative  
Modifications**

|                        |  |           |             |                              |   |
|------------------------|--|-----------|-------------|------------------------------|---|
| SCDOT PIN #            | N/A  | ACOG Rank | 2022-3      | Lead Agency                  | ACOG  |
| City                   | N/A  | County    | Spartanburg | Length                       | N/A   |
| Horizon Year           | 2026   | Program   | Guideshare  | Total Cost                   | \$2,000,000   |
| Project Name / Route   | Intersection Improvement<br>SC 11 @ Peachtree Rd |           |             | Federal Performance Measures |  |
| Termini / Intersection | SC 11 @ Peachtree Rd                             |           |             |                              |   |

**Project Description** Evaluate the intersection for safety. Regional safety analysis of crash data from 2016-2020 showed a total of 22 crashes, 11 of which were SI (50%). The crash rate is 2.3. The project ranked #3 overall per SCDOT ED 71.

| Fiscal Year                     | Phase of Work | Federal Program | Total Funds | Federal Funds | State Funds | Local Funds |
|---------------------------------|---------------|-----------------|-------------|---------------|-------------|-------------|
| 2023                            | PE            | STBPG           | \$500,000   | \$400,000     | \$100,000   |             |
| 2025                            | ROW           | STBPG           | \$100,000   | \$80,000      | \$20,000    |             |
| 2026                            | CON           | STBPG           | \$1,400,000 | \$1,120,000   | \$280,000   |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
|                                 |               |                 |             |               |             |             |
| Total of Previous Year TIP Cost |               |                 |             |               |             |             |
| Total 2023-2029 TIP Cost        |               |                 | \$2,000,000 | \$1,600,000   | \$400,000   |             |

**Project Notes**



**Total Future Construction Cost** N/A

#### Obligation History

| Project Phase | PL | PE | 2023 | ROW | 2025 | CON | 2026 |
|---------------|----|----|------|-----|------|-----|------|
|---------------|----|----|------|-----|------|-----|------|

#### Revision History

**Amendments**

**Administrative  
Modifications**