

Demographic and Transportation Trends in South Carolina

With positive growth trends in population, employment and travel demand, as well as significant road maintenance requirements, there are many challenges to providing a safe and efficient transportation system in South Carolina. South Carolina as a whole grew by just over 6 percent between 2000 and 2005 with certain regions growing by as much as 17%. By 2030, the state's population is expected reach nearly 5.5 million people, about a 27% increase from 2005. Even with recent fluctuations in gas prices, the historical growth trend in vehicle miles of travel (VMT) is about twice as fast as population. VMT is a measure of travel activity that considers traffic volume in relation to the length of the highway system.

As a result of these trends, the amount of time lost due to congestion increases. While South Carolina is fortunate to not have the extreme congestion problems of more populated states, delay is becoming more prevalent in metropolitan areas. Based on the annual hours of delay and the average hourly rates of individuals and commercial operators, in 2005 over \$345 million was lost to congestion and the magnitude of this economic impact is occurring every year.

The state-maintained highway system consists of interstate routes, primary routes (SC and US routes), and secondary routes, totaling approximately 41,500 miles. The state maintains 8,338 bridges and at any given time approximately 25 percent of the bridges are categorized as structurally deficient, functionally obsolete, post for weight restrictions or closed. The size of the road system in South Carolina translates into the fourth largest state-maintained system in the country while the state was just 15th largest in terms of population.

Public Transit is an important component to South Carolina's transportation network. Most counties have public transit service in at least a portion of their county, which translates into over 9 million passenger trips annually statewide. Establishing, financing, and sustaining effective publicly-operated transit service in both urban and rural areas continues to be a major challenge.

Finally, South Carolina has one of the highest mileage death rates in the country, relies extensively on the highway system to move the majority of freight, and has emerging air quality concerns as a result of more stringent federal standards, and it becomes clear the funding objectives and projects identified in the STIP are critical to providing mobility and accessibility for people, goods, and services.

Transportation Partners

Federal transportation laws require the establishment of a Metropolitan Planning Organization (MPO) in every urbanized area of the United States with a population over 50,000. In South Carolina, there are ten Metropolitan Planning Organizations that were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing (3-C) planning process. The role of the MPO includes: establishing a local forum for transportation decision making; evaluating transportation alternatives; developing and updating a long-range transportation plan; developing a Transportation Improvement Program (TIP); and getting the public involved as early as possible.

There are ten Councils of Governments (COGs) in South Carolina that assist SCDOT in transportation planning for areas outside of designated MPOs. COGs serve county and municipal governments from a regional perspective and offer a wide variety of planning, economic development and social service coordination. Each COG produces a regional long-range transportation plan and a rural Transportation Improvement Program (TIP).

The SCDOT coordinates with all ten MPOs and COGs to facilitate an ongoing transportation planning process that defines both urban and regional transportation priorities. Projects that originate from the MPO and COG programs are reflected in the STIP District Tables



The STIP identifies all transportation programs and projects that are funded with federal funding, as well as other significant projects funded by the state or local governments, including the State Transportation Infrastructure Bank and local option sales tax programs.

The STIP is a project scheduling and funding program document; it is not a plan. The projects listed in the STIP evolve from SCDOT planning processes, the Statewide Multimodal Transportation Plan, and MPO and COG long-range plans. All projects listed in the STIP have been evaluated for consistency with state and federal law.

The STIP only includes projects for which there is committed funding available and therefore is fiscally constrained. Projects listed in the STIP may include highway and bridge construction or repairs, transit service improvements and capital purchases, safety projects, and operational improvements, such as Intelligent Traffic Systems (ITS), incident management, or traffic signal system projects. The funding for these projects is primarily federal funding, with the required state matching funds and in many cases the federal funding is only eligible for specific categories of improvements. For example, interstate maintenance funds can only be used for improvements to the existing interstate system and may not be used solely for adding additional capacity or be used on any non-interstate facility. The various programs and categories of projects are the building blocks of the STIP.

By approving the STIP, the SCDOT Commission allocates appropriated federal funding to specific projects. When preparing the STIP, SCDOT consults and coordinates with MPOs and COGs, transportation interest groups, and other affected local jurisdictions. Projects are approved and scheduled in consideration of their priority, available funding, and status.

Projects are initially placed in the STIP with cost and scheduling information based on planning level analysis. As the project is developed, the project scope, termini, cost estimate, and schedule may be modified as the project matures, or the project may be removed completely if it is no longer deemed feasible. Depending on the project sponsor, these changes may be subject to approval of the MPO, COG, SCDOT Commission, FHWA, and FTA. Projects may also be modified as a result of input received during the public review process.

This document is the 2010–2015 STIP. The document and process of developing the STIP meets the requirement of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU was enacted August 10, 2005, and provides federal funds for transportation projects. The STIP was developed in accordance with the rules and regulations outlined in 23 CFR Part 450, Subpart B – Statewide Transportation Planning and Programming. In addition, the project selection and prioritization process used to develop the STIP was completed in accordance with South Carolina General Assembly Act 114 enacted on June 2007.

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." The SCDOT Commission ensures that priorities from each plan consider the nine criteria prior to solicitation for public comment.

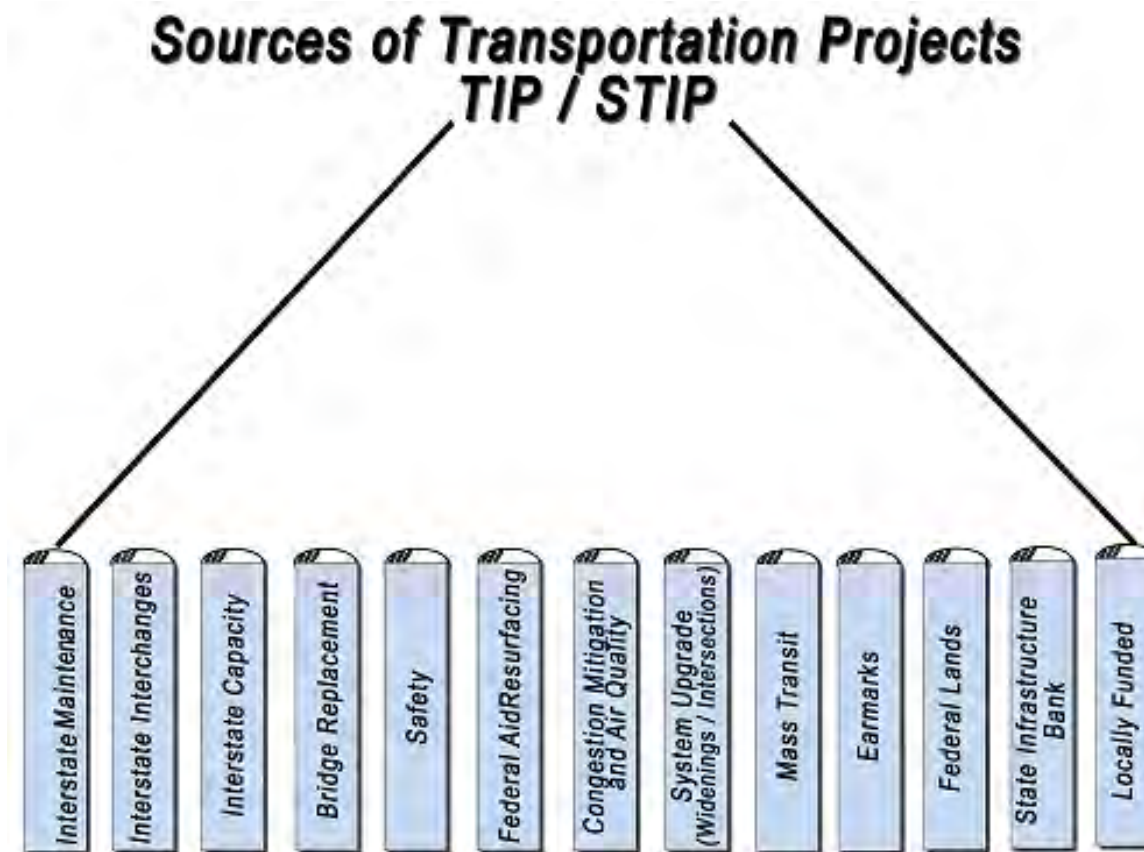
Document Overview

The STIP includes information about federally-funded projects, including project of regional significance regardless of funding source, for the 2010-2015 timeframe. The program covers the six-year period beginning October 1, 2009, which is the beginning of the 2010 federal fiscal year, and ends September 30, 2015 which is the end of the 2015 federal fiscal year. Amendments to this document may occur that alter the scope, schedule, and number of approved projects in the STIP. To see the latest version of the complete STIP document or a complete listing of the individual amendments, go to: <http://www.scdot.org/inside/stip.shtml>

STIP Development Process

The development of a new STIP from initial budgeting and project selection activities to final approval by FHWA and FTA is typically a nine month process. The STIP 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. Appropriation amounts are provided for each federal-aid category – Interstate Maintenance (IM), Bridge Replacement (BR), Safety (HSIP), Congestion Mitigation/Air Quality (CMAQ), and Planning (PL). The balance of an appropriation may be discretionary, meaning that the funds are not required to be used for a specific purpose. In this case, the funding could still be used in the federal-aid categories or it could be directed to one of the categories created by SCDOT to emphasis state priorities.



Following the development of a budget, the Program Development Office, Finance Office, and Planning Office at SCDOT work together to evaluate existing programs and project status. During this time, SCDOT is also coordinating with MPOs and COGs to evaluate their programs. Existing projects, schedules and budgets are updated to determine the level of funding necessary to complete the projects. Based on available funding, new projects are programmed in the STIP. Candidate projects originate from planning processes and long-range plans and are prioritized consistent with Act 114 criteria.

Upon completion of a draft STIP, Commission approves the draft for public review. Any substantive comments are made available to the Commission for their consideration. The draft STIP may be modified before the final STIP is approved. Ultimately, FHWA and FTA approve the new STIP.

STIP Amendments and Corrections

The STIP is a living document and requires modifications as project information changes. Modifications are defined as amendments and corrections:

Amendments

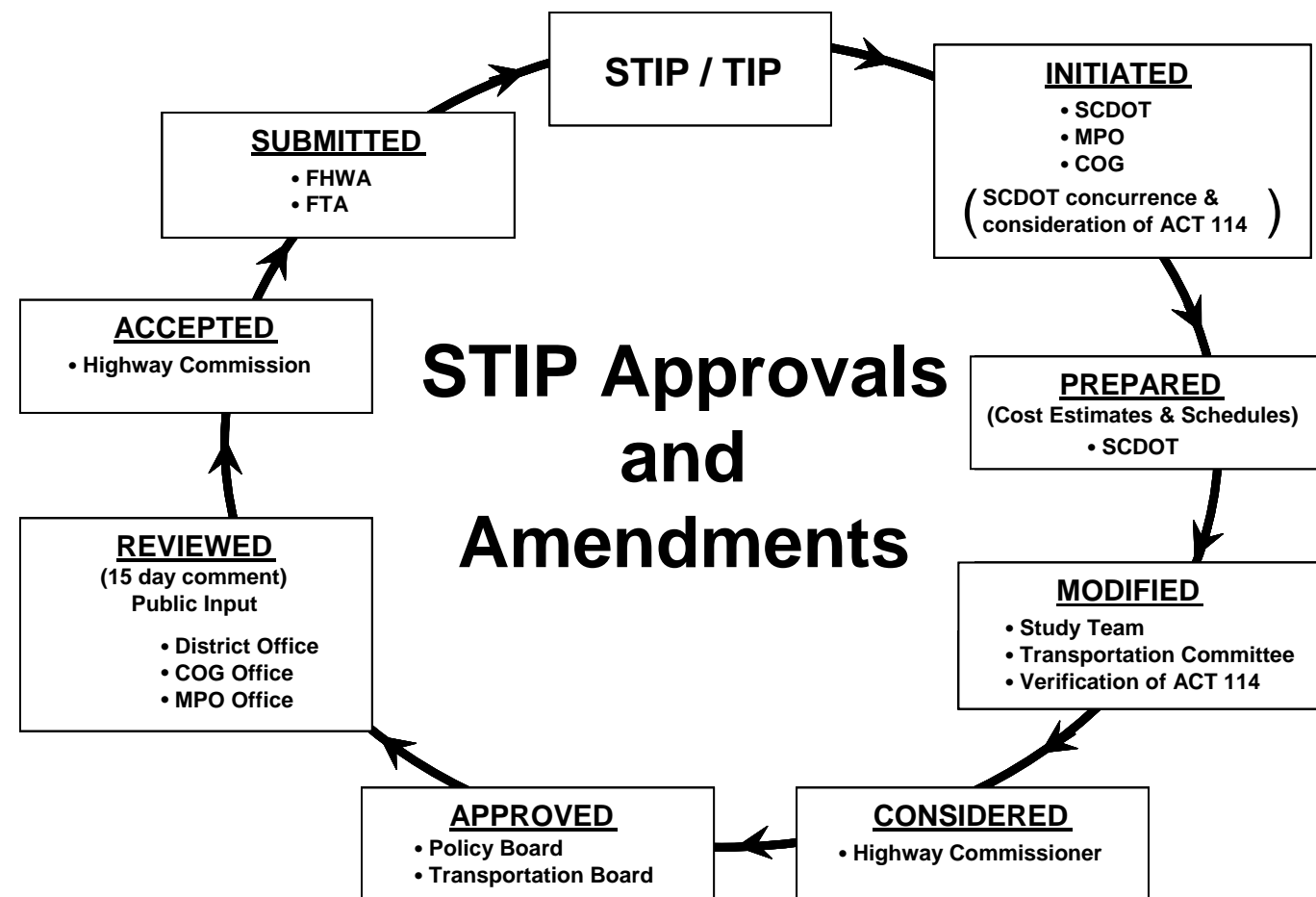
STIP amendments are major updates that require public participation, SCDOT Commission approval, re-demonstration of fiscal constraint or conformity determination (for non exempt projects in non-attainment or maintenance areas).

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

Corrections

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

- o Minor changes to project phase or cost;



STIP Amendment Process

Project Interpretation

Readers will note that project information is shown in the engineering district sections of the STIP by county location. To assist readers with interpreting the project information tables, a key is provided below. The key defines several terms used frequently throughout the STIP. It should also be noted that the amounts shown in this document represent funding in thousands.

Project			MPO / COG	STIP Category	Federal Program	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Remaining Cost	Total Project Cost		
Description	Length	Rank														
Bees Ferry Road Widening (Savannah Hwy to Ashley River Road)	4.50	CHATS-6	CHATS	System Upgrade	Local	P	P	P	P	P	P	P	P	P	\$24,975	
						R	4,250 R	R	R	R	R	R	R	R		
						C	3,000 C	9,900 C	7,825 C	C	C	C	C	C		

						STP	P	P	P	P	P	P	P	P		
						R	R	R	R	R	R	R	R	R		
C	C	C	1,000 C	C	C	1,000 C	3,000 C	C	C							

Identifies the improvement with a project name, project Description, project length and project rank

Project priority based to Program Category (See STIP Terms)

Identifies the state program to develop / complete the project

Identifies the amount of funds that have been programmed in a Previous STIP

Identifies the amount of funds it will take to complete the project after the six-year plan

Identifies what region of the state the improvement is located. MPOs are located in urban Portions of the state while the COG regions encompass the regions outside the MPO boundaries

Identifies the federal program to develop / complete the project (See STIP Terms)

Identifies the fiscal year a phase of work will be programmed (See STIP Terms)

Identifies the Total (federal portion plus match) amount of funds it will take to complete the project

STIP Terms

American Recovery and Reinvestment Act (ARRA) – Funding provided as a economic stimulus package enacted by Congress and signed into law on February 17, 2009. The funding is intended provide a stimulus to the economy in the wake of the economic downturn. Eligibility requirements for ARRA funds are based on the ability to authorize projects for construction within required time limits. ARRA funds do not require a state or local match.

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

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

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

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

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

Earmarks – Funding provided by Congress for specific projects or programs. Federal earmarks are included in annual appropriation bills, as well as in authorization bills, such as SAFETEA-LU. The state or local match requirements for earmarks are defined in the appropriations bills. Earmarks funds typically require a 20% match.

Enhancements – Funding for bike and pedestrian projects selected by MPOs in the urbanized areas and by the SCDOT Commission for rural areas or for projects of multiregional or statewide significance. Enhancement funds typically require a 20% match.

The following Federal Transit Administration funding program references are identified in the STIP for each project:

Section 5307: Urbanized Area Formula Program

(20% match capital, 50% match operating)

Section 5309: Bus and Bus-Related Facilities Discretionary/Earmark Program

(20% match – capital only)

Section 5310: Elderly Individuals and Individuals with Disabilities Formula Program

(20% match – capital only)

Section 5311: Non-urbanized (Rural) Area Formula Program

(20% match capital, 50% match operating)

Section 5316: Job Access and Reverse Commute (JARC) Formula Program

(20% match for capital and planning, 50% match operating)

Section 5317: New Freedom Formula Program

(20% match for capital and planning, 50% match for operating)

ARRA: American Recovery and Reinvestment Act

(No match requirement)

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

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

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

STIP Terms

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.

Phase of Work - Within each District Project Table, the following identifiers are used to define the phase of work:

P: Engineering design and environmental analysis
R: Right-of-Way acquisition
C: Construction
AD: Administration
CA: Capital
FC: Transit Facility Construction
OP: Operations
PL: Planning
VA: Transit Vehicle Acquisition

Rank - Project rankings are based on the respective category/program. The following abbreviations are used to distinguish project priorities by

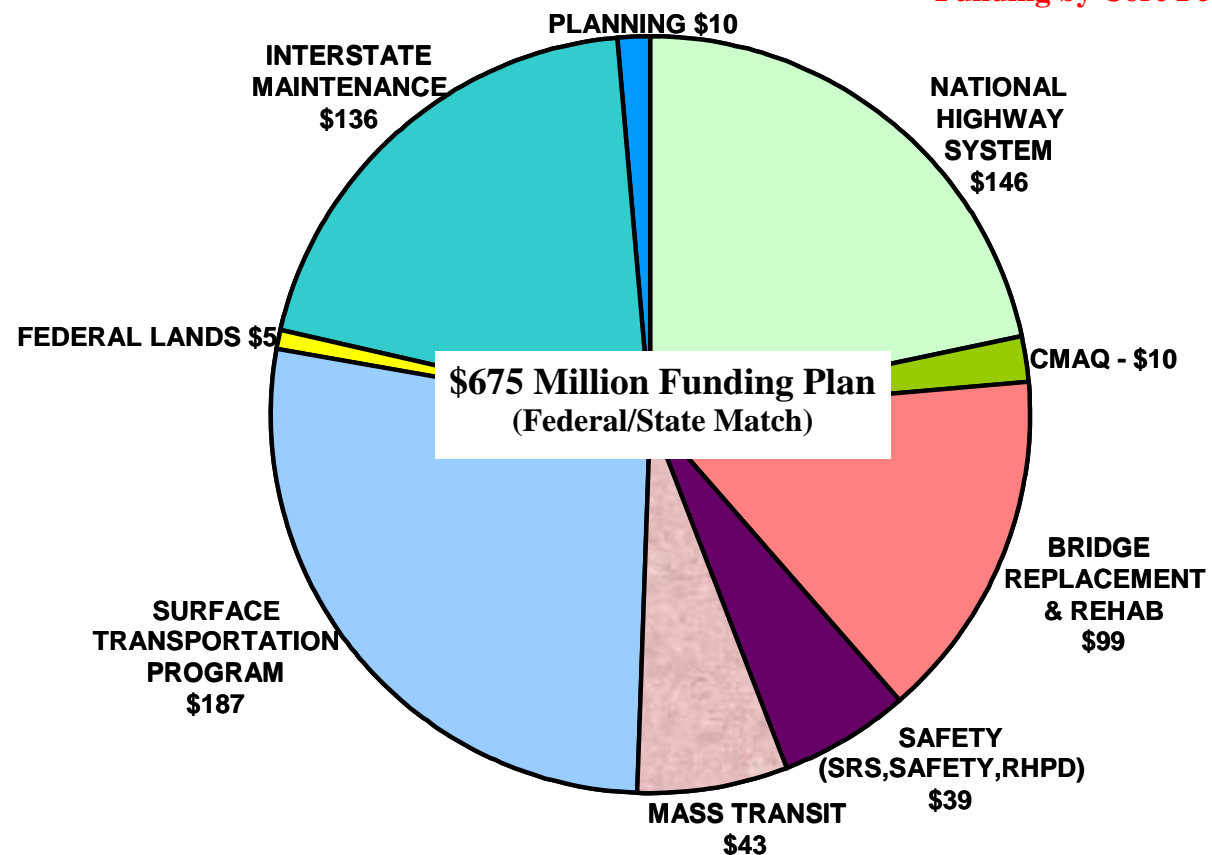
<u>Statewide</u>		<u>COGs</u>		<u>MPOs</u>	
AU:	ARRA Upgrade	APP:	Appalachian	ANATS:	ANATS
BR:	Bridge Replacement	BCD:	Berkeley Charleston Dorchester	ARTS:	ARTS
CMAQ:	Air Quality Improvement	CB:	Catawba	CHATS:	CHATS
IM:	Interstate Maintenance	CM:	Central Midlands	COATS:	COATS
II:	Interstate Interchange	LC:	Lowcountry	FLATS:	FLATS
IU:	Interstate Upgrade	LS:	Lower Savannah	GPATS:	GPATS
SI:	Safety Improvement	PD:	Pee Dee	GSATS:	GSATS
		SL:	Santee Lynches	RFATS:	RFATS
		US:	Upper Savannah	SPATS:	SPATS
		WAC:	Waccamaw	SUATS:	SUATS

Projects initiated prior to ACT 114, projects previously developed under lump sum categories, or projects categorized as operational/maintenance reflect an NA under project ranking.

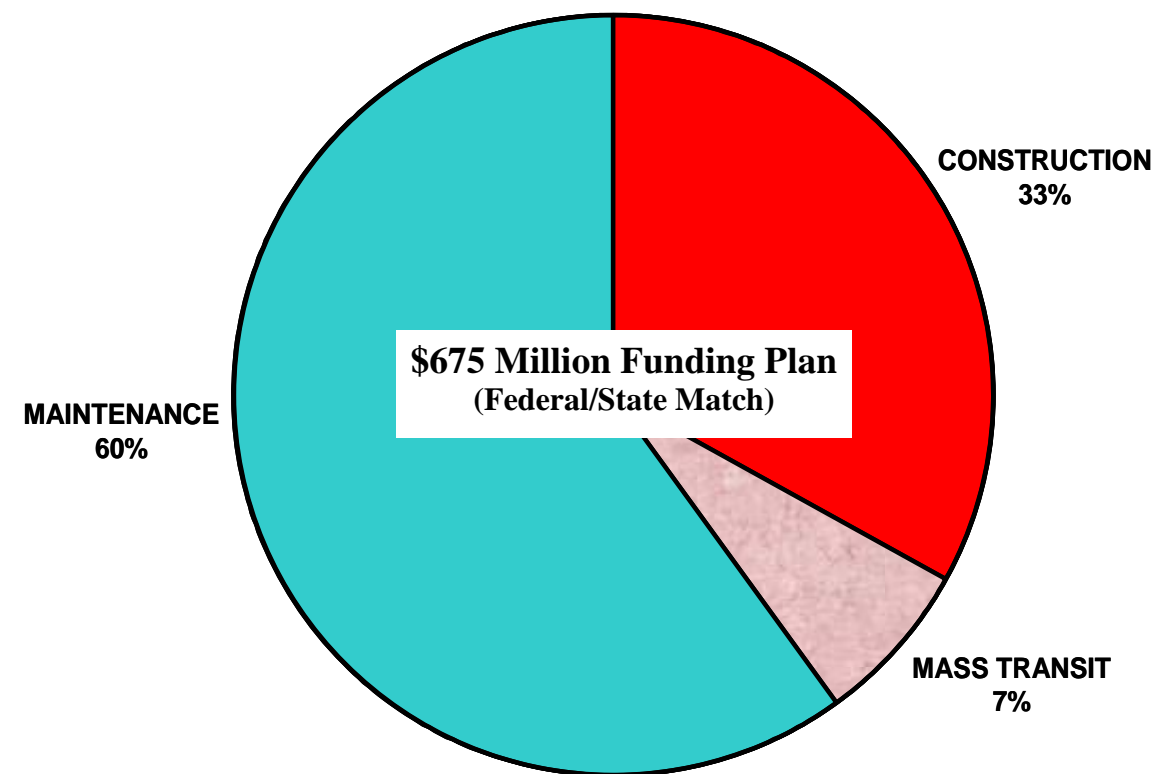
Fiscal Year 2010 Budget Summary

Revision 1 - October 15, 2009

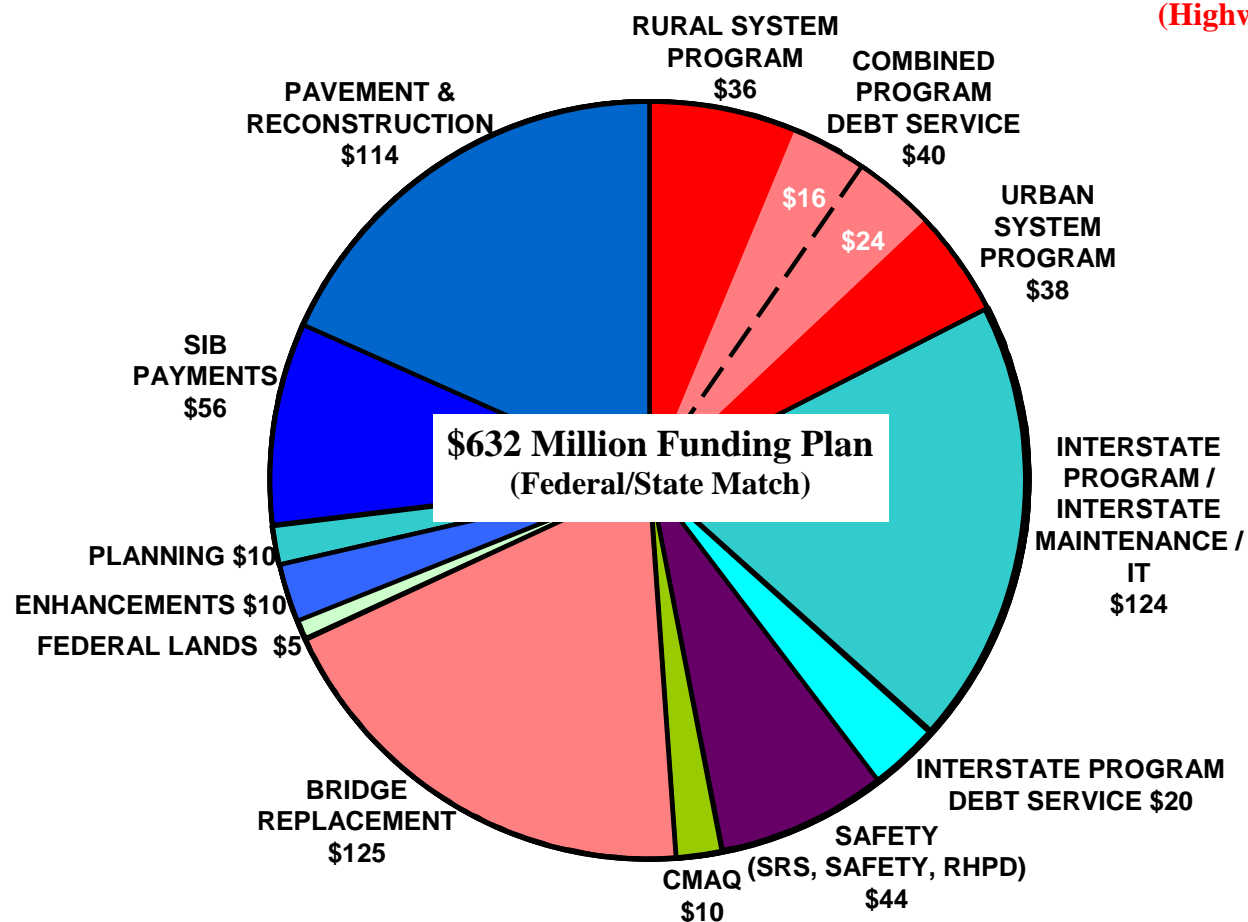
Funding by Core Federal Categories



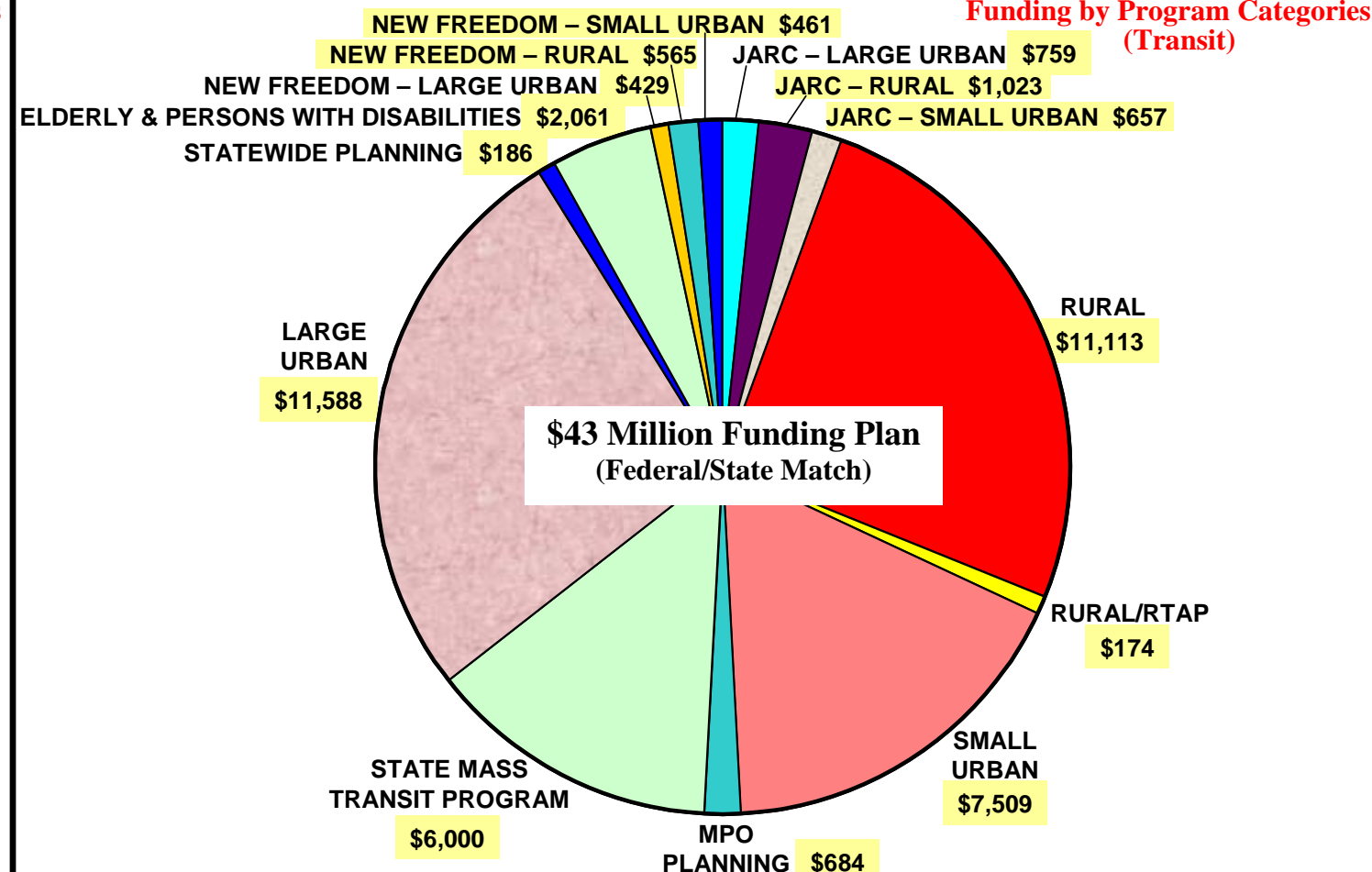
Funding by Activity



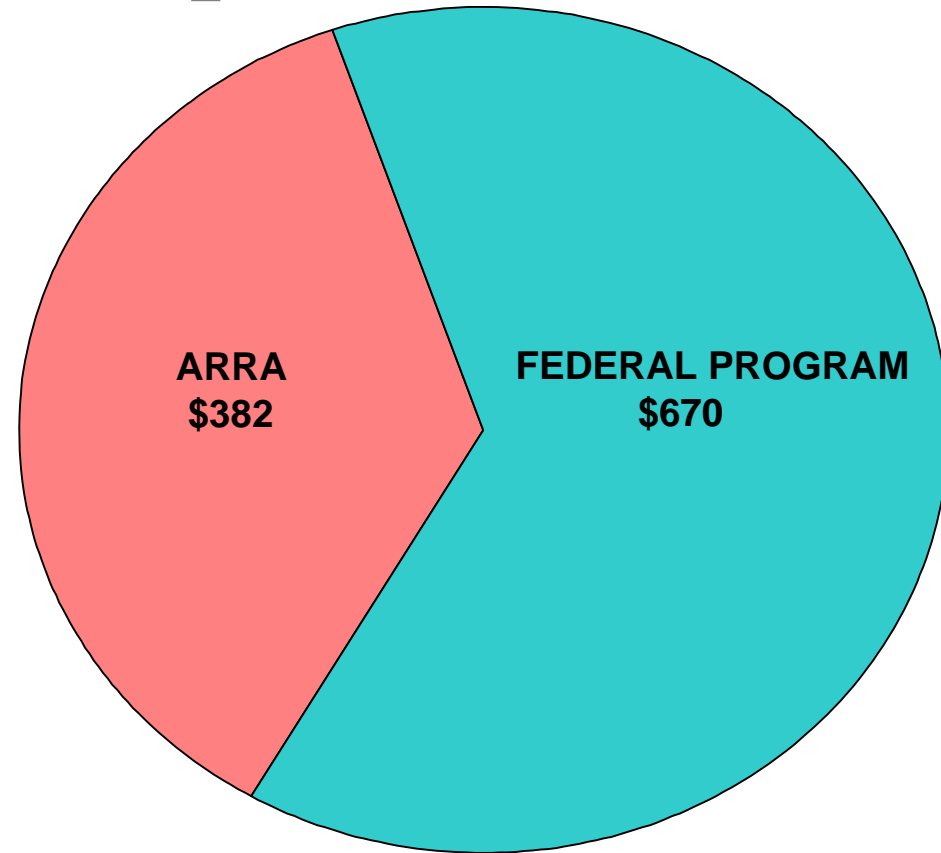
Funding by State Program Categories (Highway)



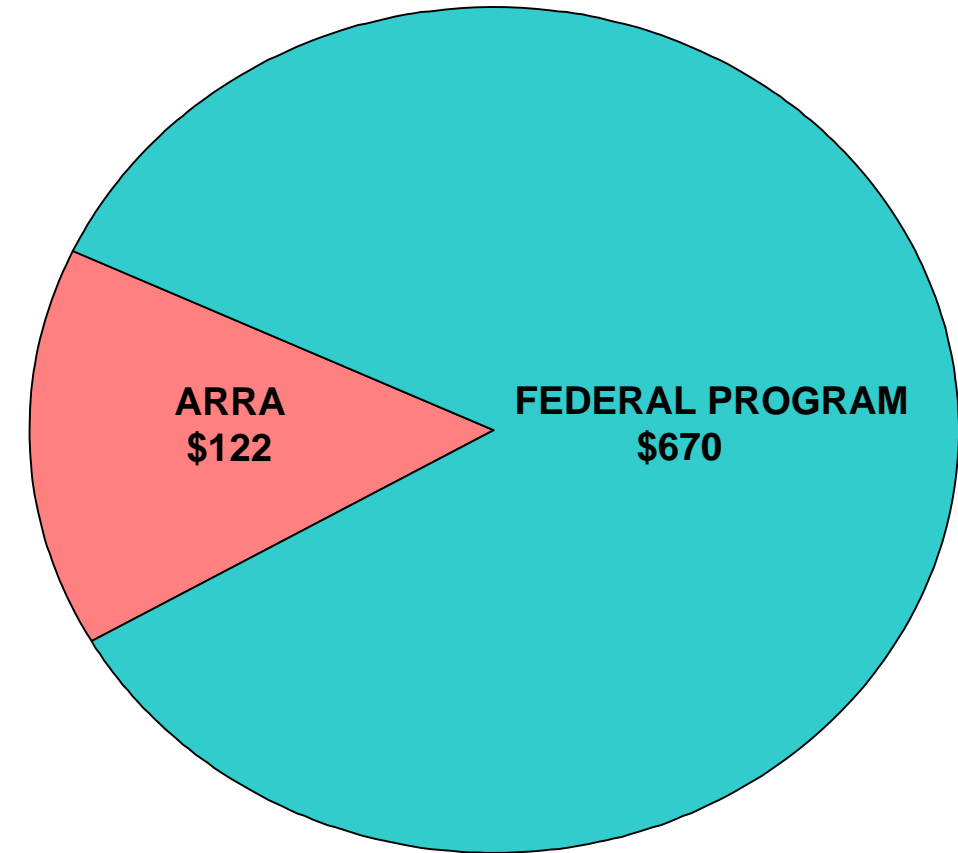
Funding by Program Categories (Transit)



ARRA Impact in FY 2009/2010



Category	FY 2009
	Program
Resurfacing	150,000
Interstate Maintenance	19,000
Safety	19,000
Bridge Replacement	35,150
MPO/COG SIB/County/Other	114,329
Enhancements	14,000
Mass Transit	31,000
FY 2009 ARRA Subtotal	\$382,479



Category	FY 2010
	Program
Resurfacing	
Interstate Maintenance	62,791
Safety	
Bridge Replacement	20,850
MPO/COG SIB/County/Other	27,880
Enhancements	
Mass Transit	10,000
FY 2010 ARRA Subtotal	\$121,521

Program Summary

Revision 5 (Correction) - February 18, 2010

Activity	Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
				Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program	
Maintenance	Bridge	Bridge	34,436	99,000	132,100	27,336	99,000	244,270	(91,934)	99,000	42,200	(9,134)	99,000	99,000	(9,134)	99,000	99,000	(9,134)	99,000	99,000	(9,134)
		NHS		26,000		26,000		26,000		26,000			26,000	26,000		26,000	26,000		26,000	26,000	
		STP																			
	CMAQ	CMAQ	8,220	10,034	14,660	3,594	10,034	7,400	6,228	10,034	7,400	8,862	10,034	10,034	8,862	10,034	10,034	8,862	10,034	10,034	8,862
	Enhancements	STP		10,000	10,000		10,000	10,000		10,000	10,000		10,000	10,000		10,000	10,000		10,000	10,000	
	Federal Lands	App Dev		4,671	4,671		4,671	4,671		4,671	4,671		4,671	4,671		4,671	4,671		4,671	4,671	
		Rec Trails																			
	Interstate	IM	900	85,344	98,406	(12,162)	15,000	49,927	(47,089)	63,739	49,172	(32,522)	50,000	50,000	(32,522)	50,000	50,000	(32,522)	50,000	50,000	(32,522)
	Planning	Planning		9,541	9,541		9,541	9,541		9,541	9,541		9,541	9,541		9,541	9,541		9,541	9,541	
	Pavement & Reconstruction	NHS		15,000	15,000		15,000	15,000		15,000	15,000		15,000	15,000		15,000	15,000		15,000	15,000	
STP			99,000	99,000		99,000	99,000		99,000	99,000		99,000	99,000		99,000	99,000		99,000	99,000		
Safety	Safety	22,200	26,000	36,000	10,000	26,000	36,000		26,000	26,000		26,000	26,000		26,000	26,000		26,000	26,000		
	NHS		9,000	300		9,000	2,670		9,000	9,000		9,000	9,000		9,000	9,000		9,000	9,000		
	STP		9,000	19,900		9,000	15,330		9,000	9,000		9,000	9,000		9,000	9,000		9,000	9,000		
Construction	Interstate	IM	22,844	19,156	117,220	(55,720)	80,013	51,000	2,280	60,261	25,200	37,341	74,000	90,500	20,841	74,000	80,000	14,841	74,000	70,000	18,841
		NHS		19,500		28,987															
		STP																			
	Debt Service		20,000	20,000		20,000	20,000		20,000	20,000		20,000	20,000		20,000	20,000		20,000	20,000		
	System Upgrade	NHS	67,379 *	27,500	81,740	61,631	27,500	58,072	80,177	27,500	65,484	93,302	27,500	30,917	140,775	27,500	34,046	183,244	27,500	32,830	227,046
		STP		46,500		46,500				46,500			46,500		46,500		46,500		46,500		46,500
	Debt Service	NHS		20,000	18,538		20,000	18,415		20,000	18,302		20,000	18,327		20,000	18,276		20,000	18,219	
		STP		20,000	18,538		20,000	18,415		20,000	18,302		20,000	18,327		20,000	18,276		20,000	18,219	
	SIB	NHS		28,000	28,000		28,000	28,000		28,000	28,000		28,000	28,000		28,000	28,000		28,000	28,000	
		STP		28,000	28,000		28,000	28,000		28,000	28,000		28,000	28,000		28,000	28,000		28,000	28,000	
Highway Subtotal			\$155,979	\$631,246	\$751,614	\$34,679	\$631,246	\$715,710	(\$50,338)	\$631,246	\$484,272	\$97,849	\$631,246	\$601,317	\$128,822	\$631,246	\$593,845	\$165,291	\$631,246	\$582,513	\$213,093

Note: Negative programming will be addressed with available obligation balances from eligible federal program categories in order to maintain overall financial constraint

* \$63.65 million of this available balance has been identified for State Programming

Mass Transit	Rural		11,113	11,113		11,113	11,113		11,113	11,113		11,113	11,113		11,113	11,113		11,113	11,113		
	Rural/RTAP		174	174		174	174		174	174		174	174		174	174		174	174		
	Small Urban		7,510	7,510		7,510	7,510		7,510	7,510		7,510	7,510		7,510	7,510		7,510	7,510		
	MPO Planning		685	685		685	685		685	685		685	685		685	685		685	685		
	Statewide Planning		186	186		186	186		186	186		186	186		186	186		186	186		
	State Mass Transit Program		6,000	6,000		6,000	6,000		6,000	6,000		6,000	6,000		6,000	6,000		6,000	6,000		
	Large Urban		11,589	11,589		11,589	11,589		11,589	11,589		11,589	11,589		11,589	11,589		11,589	11,589		
	Statewide Planning		186	186		186	186		186	186		186	186		186	186		186	186		
	Elderly & Persons with Disabilities		2,062	2,062		2,062	2,062		2,062	2,062		2,062	2,062		2,062	2,062		2,062	2,062		
	New Freedom	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429	429
	Large Urban																				
	State Administered - Urban	861	461	461	461	461	461	461	461	461	461	461	461	461	461	461	461	461	461	461	461
	State Administered - Rural	1,056	565	565	1,056	565	565	1,056	565	565	1,056	565	565	1,056	565	565	1,056	565	565	1,056	
	JARC	759	759	759	759	759	759	759	759	759	759	759	759	759	759	759	759	759	759	759	
	Large Urban																				
	State Administered - Urban	1,217	658	658	1,217	658	658	1,217	658	658	1,217	658	658	1,217	658	658	1,217	658	658	1,217	
	State Administered - Rural	1,896	1,024	1,024	1,896	1,024	1,024	1,896	1,024	1,024	1,896	1,024	1,024	1,896	1,024	1,024	1,896	1,024	1,024	1,896	
Transit Facilities/Construction	1,066		549	517			517			517			517			517			517		
Vehicle Acquisition Program	4,263		4,263																		
Mass Transit Subtotal			\$11,547	\$43,401	\$48,213	\$5,874	\$43,401	\$43,401	\$5,874	\$43,401	\$43,401	\$5,874	\$43,401	\$43,401	\$5,874	\$43,401	\$43,401	\$5,874	\$43,401	\$43,401	\$5,874

Program Summary

Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
			Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program	
Earmark	SAFETEA-LU		108,233	108,233		5,013	5,013													
	Appropriation		3,690	3,690																
Earmark Subtotal			\$111,923	\$111,923		\$5,013	\$5,013													

Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
			Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program	
Scenic Byways																				
Scenic Byways Subtotal																				

Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
			Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program	
Locally Funded	County		198,059	198,059		298,308	298,308		264,543	264,543		161,298	161,298		34,450	34,450		110,990	110,990	
Locally Funded Subtotal			\$198,059	\$198,059		\$298,308	\$298,308		\$264,543	\$264,543		\$161,298	\$161,298		\$34,450	\$34,450		\$110,990	\$110,990	

Program	Category	FY 2009/2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program	
ARRA	Resurfacing	150,000	150,000																
	Interstate Maintenance	74,000	74,000																
	Safety	19,000	19,000																
	Bridge Replacement	56,000	56,000																
	MPO/COG SIB/County/Other	150,000	150,000																
	Enhancements	14,000	14,000																
	Mass Transit	41,000	41,000																
ARRA Subtotal		\$504,000	\$504,000																

Program	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
	Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program				
Apportionment of Highway Infrastructure Funds (Sec. 122 of the DOT Appropriations Act, 2010) (This includes the federal amount only)	10,500		10,500			10,500			10,500			10,500			10,500			10,500
Subtotal	\$10,500		\$10,500			\$10,500			\$10,500			\$10,500			\$10,500			\$10,500

System Upgrade Summary

Revision 4 - January 21, 2010

MPO/COG	District	Balance	FY 2010			Balance	FY 2011			Balance	FY 2012			Balance	FY 2013			Balance	FY 2014			Balance	FY 2015			Balance
			Budget	Program	Debt Service		Budget	Program	Debt Service		Budget	Program	Debt Service		Budget	Program	Debt Service		Budget	Program	Debt Service		Budget	Program	Debt Service	
ANATS	2	3,814	2,207	3,740	1,192	1,089	2,207		1,172	2,124	2,207		1,153	3,179	2,207		1,163	4,222	2,207		1,146	5,283	2,207		1,129	6,362
ARTS	2 & 7	1,628	3,205	4,065		768	3,205	4,353		(380)	3,205	2,655		170	3,205			3,375	3,205			6,579	3,205			9,784
CHATS	6	8,433	13,993	16,032	6,394	(1)	13,993	6,924	6,344	724	13,993	7,550	6,297	869	13,993	8,550	6,311	1	13,993	7,550	6,285	159	13,993	7,897	6,258	(3)
COATS	1 & 7	5,191	13,860	10,500	5,130	3,422	13,860	6,000	5,093	6,189	13,860	8,000	5,059	6,990	13,860		5,069	15,782	13,860		5,051	24,592	13,860		5,031	33,422
FLATS	5	(98)	2,294		922	1,275	2,294		918	2,651	2,294		915	4,031	2,294		915	5,410	2,294		914	6,790	2,294		913	8,172
GPATS	2 & 3	11,653	12,307	5,570	3,923	14,467	12,307	8,110	3,894	14,771	12,307	19,020	3,867	4,191	12,307	10,820	3,874	1,805	12,307	7,250	3,861	3,001	12,307	7,100	3,848	4,361
GSATS	5	7,682	4,474	8,441		3,715	4,474	7,350		839	4,474	2,500		2,813	4,474	1,600		5,687	4,474	2,500		7,661	4,474	1,000		11,134
RFATS	4	32	2,819	1,279	1,345	227	2,819	1,000	1,336	710	2,819		1,329	2,200	2,819		1,330	3,690	2,819		1,327	5,181	2,819		1,325	6,676
SPATS *	3	494	9,713	2,300	2,207	5,699	5,213	4,200	2,197	4,515	5,213	5,290	2,189	2,248	5,213	5,275	2,188	(2)	5,213	3,025	2,188	(2)	5,213	3,025	2,187	(2)
SUATS	1	1,379	2,594	2,200	1,101	673	2,594	700	1,094	1,473	2,594		1,089	2,978	2,594		1,090	4,483	2,594		1,088	5,989	2,594		1,086	7,498
Appalachian	3	768	8,014	4,600	3,049	1,133	8,014	6,000	3,027	119	8,014	5,400	3,008	(276)	8,014		3,011	4,727	8,014		3,004	9,737	8,014		2,998	14,752
BCD *	6		2,651	2,651			2,651	2,651			2,651	2,651			2,651	2,651			2,651	705		1,946	2,651			4,596
Catawba	4	5,985	5,341	1,300	2,279	7,747	5,341	4,254	2,264	6,570	5,341	4,000	2,251	5,661	5,341		2,254	8,748	5,341		2,248	11,842	5,341		2,241	14,942
Central Midlands	1, 2 & 4	6	2,846	1,180		1,672	2,846			4,518	2,846			7,364	2,846			10,210	2,846			13,056	2,846			15,901
Lowcountry	6 & 7	1,183	5,072		1,648	4,607	5,072		1,642	8,038	5,072		1,636	11,474	5,072		1,635	14,912	5,072		1,636	18,348	5,072		1,636	21,785
Lower Savannah	7	997	5,576	3,042	2,042	1,489	5,576	2,030	2,030	3,005	5,576	2,018	2,018	4,544	5,576	2,021	2,021	6,078	5,576	2,016	2,016	7,621	5,576	2,008	2,009	9,180
Pee Dee	4 & 5	6,868	7,791	10,500	2,303	1,855	7,791	2,000	2,290	5,356	7,791		2,278	10,868	7,791		2,279	16,380	7,791	11,000	2,276	10,894	7,791	11,800	2,274	4,611
Santee-Lynches	1 & 7	6,617	3,747	1,040	676	8,648	3,747		675	11,720	3,747		674	14,793	3,747		673	17,866	3,747		675	20,938	3,747		675	24,011
Upper Savannah	2	471	6,078	3,300	2,108	1,142	6,078	2,500	2,098	2,622	6,078	6,400	2,089	212	6,078		2,089	4,201	6,078		2,087	8,192	6,078		2,083	12,188
Waccamaw	5	4,276	2,985		758	6,503	2,985		755	8,733	2,985		752	10,967	2,985		752	13,200	2,985		751	15,434	2,985		749	17,670
MPO/COG Subtotal		\$67,379	\$117,567	\$81,740	\$37,076	\$61,631	\$113,067	\$58,072	\$36,829	\$80,177	\$113,067	\$65,484	\$36,604	\$93,302	\$113,067	\$30,917	\$36,654	\$140,775	\$113,067	\$34,046	\$36,553	\$183,244	\$113,067	\$32,830	\$36,437	\$227,046
Available Obligation *		\$83,774																								
State Programming		\$79,526																								
Balance		\$4,248																								

* Available Obligation includes \$16,395,000 of unprogrammed BCD COG funds. BCD COG Guideshares will be used to payback the advancement of State Programming funds (\$11,309,000) for the US 17Alt project and SPATS Guideshares will be used to payback the advancement of State Programming funds (\$4,500,000) to complete the Right-of-Way Acquisition of SC 9 Phase II and Phase III. \$576,000 have been identified as the 10% match for ARRA funding and \$75,056 has been identified for the advancement of the SC 153 project in Anderson County.

Statewide Summary

Revision 5 (Correction) - February 18, 2010

Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
			Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program	
CMAQ	Mandatory	8,220	2,634	7,260	3,594	2,634		6,228	2,634		8,862			8,862			8,862			8,862
	Non-Mandatory		7,400	7,400		7,400	7,400		7,400	7,400										
CMAQ Subtotal		\$8,220	\$10,034	\$14,660	\$3,594	\$10,034	\$7,400	\$6,228	\$10,034	\$7,400	\$8,862			\$8,862			\$8,862			\$8,862

Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
			Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program	
Interstate	Operations/ Traffic Engineering		15,000	15,000		15,000	15,000		15,000	15,000		15,000	15,000		15,000	15,000		15,000	15,000	
	Rehabs	900	70,344	83,406	(12,162)		34,927	(47,089)	48,739	34,172	(32,522)	35,000	35,000	(32,522)	35,000	35,000	(32,522)	35,000	35,000	(32,522)
	Interchanges / Widening	22,844	38,656	117,220	(55,720)	109,000	51,000	2,280	60,261	25,200	37,341	74,000	90,500	20,841	74,000	80,000	14,841	74,000	70,000	18,841
	Debt Service		20,000	20,000		20,000	20,000		20,000	20,000		20,000	20,000		20,000	20,000		20,000	20,000	
Interstate Subtotal		\$23,744	\$144,000	\$235,626	(\$67,882)	\$144,000	\$120,927	(\$44,809)	\$144,000	\$94,372	\$4,819	\$144,000	\$160,500	(\$11,681)	\$144,000	\$150,000	(\$17,681)	\$144,000	\$140,000	(\$13,681)

Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
			Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program				
Pavement & Reconstruction	Resurfacing		103,000	103,000		103,000	103,000		103,000	103,000										
	Statewide Guardrail Repair Contract		4,000	4,000		4,000	4,000		4,000	4,000										
	Signal Upgrade		2,000	2,000		2,000	2,000		2,000	2,000										
	Federal-Aid Signing & Marking		5,000	5,000		5,000	5,000		5,000	5,000										
Pavement & Reconstruction Subtotal *			\$114,000	\$114,000		\$114,000	\$114,000		\$114,000	\$114,000										

Note: \$520,000 of Pavement & Reconstruction funds have been identified for ARTS as a return for the use of ARTS TMA ARRA funds in a timely manner.

Program	Category	Balance	FY 2010		Balance	FY 2011		Balance	FY 2012		Balance	FY 2013		Balance	FY 2014		Balance	FY 2015		Balance
			Budget	Program		Budget	Program		Budget	Program		Budget	Program		Budget	Program				
Federal Lands	Federal Lands		675		675	675		1,350	675		2,025			2,025			2,025			2,025
Federal Lands Subtotal			\$675		\$675	\$675		\$1,350	\$675		\$2,025			\$2,025			\$2,025			\$2,025

Project Description	MPO / COG	STIP Category	Federal Program	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2010-2015 Project Cost	Remaining Cost
SCDOT Statewide - Capital VTE Acquisition/Implementation	Statewide	Mass Transit	ARRA - Rural	1,847 CA								
SCDOT Statewide - Capital VTE Acquisition/Implementation	Statewide	Mass Transit	ARRA - Urban	604 CA								
SCDOT Statewide - Administration	Statewide	Mass Transit	5310	193 AD								
SCDOT Statewide - Administration	Statewide	Mass Transit	5311	983 CA								
Southeastern Stages Statewide - Capital Intercity Bus	Statewide	Mass Transit	5311	715 CA								

ARRA - Two

Project Description	Congress District	MPO / COG	STIP Category	Federal Program	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2010-2015 Project Cost	Remaining Cost
US 278 (SC 170 to Simonsville Road) (Widen)	2	CHATS (Beaufort)	System Upgrade	ARRA		6,000 C						\$6,000	
I-26 (Near MM 43 to near MM 61) (Eastbound) ----- (Near MM 44 to near MM 51) (Westbound) (This projects' construction contracts will also be partially funded with ARRA One dollars)	3	Upper Savannah (Laurens)	Interstate (Rehab)	ARRA		20,000 C						\$20,000	
I-26 (Near MM 5 to near MM 14) (Westbound)	4	Appalachian / SPATS (Spartanburg)	Interstate (Rehab)	ARRA		12,000 C						\$12,000	
US 29 (Church Street) (University Ridge to Augusta Street) (Operational Improvements)	4	GPATS (Greenville)	System Upgrade	ARRA		5,100 C						\$5,100	
I-385 (Southern Connector to Woodruff Road) (Widen) (This projects' construction contracts will also be partially funded with ARRA One dollars)	4	GPATS (Greenville)	System Upgrade	ARRA		30,000 C						\$30,000	
Congressional District Wide Resurfacing	4	Regionwide	Resurfacing	ARRA		12,000 C						\$12,000	
US 52 (North and South of Black Creek) (Widen)	5	Pee Dee (Darlington)	System Upgrade	ARRA		6,000 C						\$6,000	
I-20 (Near MM 95 to near MM 106) (Eastbound/Westbound)	5	Santee-Lynches (Kershaw)	System Upgrade	ARRA		25,300 C						\$25,300	
US 1 (Bridge Replacement)	5	Pee Dee (Chesterfield / Marlboro)	System Upgrade	ARRA		30,000 C						\$30,000	
SC 641 (Over Willow Swamp) (Bridge Replacement)	6	Lowcountry (Colleton)	System Upgrade	ARRA		1,000 C						\$1,000	
S-105 (Over Big Poplar Creek) (Bridge Replacement)	6	Lower Savannah (Orangeburg)	System Upgrade	ARRA		2,000 C						\$2,000	
Statewide Resurfacing	3	Abbeville	Resurfacing	ARRA		936 C						\$87,735	
	2,3	Aiken				3,002 C							
	2	Allendale				924 C							
	3	Anderson				2,988 C							
	6	Bamberg				794 C							
	2	Barnwell				1,002 C							
	2	Beaufort				2,349 C							
	1,6	Berkeley				2,140 C							
	2,6	Calhoun				550 C							
	1,6	Charleston				4,317 C							
	5	Cherokee				1,057 C							
	5	Chester				1,088 C							
	5	Chesterfield				1,170 C							
	6	Clarendon				1,073 C							
	6	Colleton				1,750 C							
	5,6	Darlington				1,663 C							
	5	Dillon				959 C							
	1,6	Dorchester				1,272 C							
	3	Edgefield				874 C							
	5	Fairfield				1,236 C							
	5,6	Florence				2,696 C							
	1,6	Georgetown				1,660 C							
	4	Greenville				5,206 C							
	3	Greenwood				2,175 C							
	2	Hampton				835 C							
	1	Horry				5,743 C							
	2	Jasper				1,225 C							
	5	Kershaw				1,239 C							

Project Description	Congress District	MPO / COG	STIP Category	Federal Program	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2010-2015 Project Cost	Remaining Cost
Statewide Resurfacing	5	Lancaster	Resurfacing	ARRA		1,384 C							
	3,4	Laurens			1,592 C								
	5,6	Lee			651 C								
	2	Lexington			3,307 C								
	6	Marion			1,247 C								
	5	Marlboro			973 C								
	3	McCormick			663 C								
	5	Newberry			1,383 C								
	3	Oconee			2,463 C								
	2,6	Orangeburg			3,009 C								
	3	Pickens			2,511 C								
	2,6	Richland			3,651 C								
	3	Saluda			1,512 C								
	4	Spartanburg			3,584 C								
	5,6	Sumter			2,895 C								
4	Union	902 C											
6	Williamsburg	1,343 C											
5	York	2,745 C											

Safety Program

Project	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)
Intersection Improvements (Realignments, Turn Lanes, Roundabouts, Signalization)		30,500	30,500					\$61,000	
Corridor Improvements		2,500	2,500					\$5,000	
Intersection Improvements (Signing and Marking)		3,000	3,000					\$6,000	
Railroad Highway Protective Devices (RHPD)		4,000	4,000					\$8,000	
Section Improvements		2,500	2,500					\$5,000	
Interstate Safety Improvements (Open Graded Friction Course)		2,500	2,500					\$5,000	
Safe Routes to School		1,000	1,000					\$2,000	
Statewide Rumble Strips (approx. 500 miles)		5,000	5,000					\$10,000	
Special Safety Projects		3,000	3,000					\$6,000	
Balance (To be determined within each fiscal year)		2,200						\$2,200	
SAFETY SUBTOTAL		\$56,200	\$54,000					\$110,200	

	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)
CARRYOVER AVAILABLE		\$22,200	\$10,000					\$22,200	
SAFETY SUBTOTAL		\$56,200	\$54,000					\$110,200	
SAFETY PROGRAM		\$44,000	\$44,000					\$88,000	
BALANCE	\$22,200	\$10,000							

Bridge Program

PROJECT	LOCATION	COUNTY	DISTRICT	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)
BRIDGE DECK REPAIR	STATEWIDE				2,500	2,500	2,500				\$7,500	
BRIDGE PAINTING	STATEWIDE			3,000	3,000	3,000	3,000				\$9,000	
BRIDGE INSPECTION & UNKNOWN BRIDGE FOUNDATIONS	STATEWIDE			3,000	4,500	4,500	4,500				\$13,500	
BRIDGE REPLACEMENT								125,000	125,000	125,000	\$775,645	
FEDERAL-AID												
SC 5	CATAWBA RIVER & S.L RAILROAD (3)	LANCASTER / YORK	4		27,560							
SC 171	FOLLY RIVER	CHARLESTON	6			10,765						
SC 703	INTRACOASTAL WATERWAY (BEN SAWYER BRIDGE)	CHARLESTON	6	30,000								
SC 171	SOL LEGARE CREEK	CHARLESTON	6			8,615						
US 601	CONGAREE RIVER AND SWAMPS (4)	CALHOUN / RICHLAND	7		41,540							
US 378	LITTLE PEE DEE RIVER AND SWAMP (6)	HORRY / MARION	5	34,300								
S-20	BOHICKET CREEK	CHARLESTON	6	3,750								
US 15	SCL RAILROAD & STREET	SUMTER	1			12,500						
US 378	GREAT PEE DEE RIVER	FLORENCE / MARION	5	20,000								
US 21	CATAWBA RIVER	YORK	4		10,000							
US 176	BROAD RIVER	RICHLAND	1	25,000								
SC 41	WANDO RIVER	BERKELEY	6			45,000						
US 701	GREAT PEE DEE RIVER (3)	GEORGETOWN / HORRY	5			45,000						
SC 174	STORE CREEK	CHARLESTON	6			1,890						
US 76	EBL - WATEREE RIVER SWAMP-1	SUMTER	1	12,800								
US 76	EBL - WATEREE RIVER SWAMP-3	SUMTER	1									
US 76	EBL - WATEREE RIVER SWAMP-2	SUMTER	1									
US 76	EBL - MILL CREEK	RICHLAND	1				6,500					
US 78	S.C.L. RR & S-39	CHARLESTON	6				15,000					
S-26-31	WACCAMAW RIVER SWAMP	HORRY	5			10,000						
S-26-31	WACCAMAW SWAMP	HORRY	5									
S-26-31	WACCAMAW SWAMP	HORRY	5									
S-26-31	WACCAMAW RIVER SWAMP	HORRY	5									
S-26-31	WACCAMAW RIVER SWAMP	HORRY	5									
S-46-22	STEEL CREEK	YORK	4			6,500						
SC 9	BROAD RIVER	CHESTER/UNION	4			17,000						
SC 9	BROAD RIVER CANAL	UNION	4									
SC 9	S-46	UNION	4									
SC 9	S-31	UNION	4									
SC 49	ENOREE RIVER	LAURENS	2	8,000								
US 76	SCAPE ORE CREEK	SUMTER	1		3,900							
SC 174	SAND CREEK	CHARLESTON	6			3,000						
US 21	ALBERGOTTI CREEK	BEAUFORT	6			5,000						
US 76 BYP	US 521	SUMTER	1			6,000						
S-36-642	NORTH BRANCH OF SCOTTS CREEK	NEWBERRY	2			1,900						
S-10-379	NOISETTE CREEK	CHARLESTON	6			4,400						
SC 72	FISHING CREEK	YORK	4			8,000						
S-44-86	BIG BROWN CREEK	UNION	4			1,700						
SC 97	ROCKY CREEK	CHESTER	4			6,500						
US 52	BLACK CREEK	DARLINGTON	5		6,500							
S-11-41	FURNACE CREEK	CHEROKEE	4		1,100							
US 29	SOUTHERN RAILROAD	CHEROKEE	4		1,700							
S-10-86	SCL RR (L-9999)	CHARLESTON	6				8,500					
SC 174	RUSSELL CREEK	CHARLESTON	6			5,500						
SC 7	SCL & SOUTHERN RR & S-39	CHARLESTON	6			29,000						

Bridge Program

Revision 5 (Correction) - February 18, 2010

PROJECT	LOCATION	COUNTY	DISTRICT	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)
US 78	EDISTO RIVER	BAMBERG/ORANGEBURG	7	17,500								
US 78	EDISTO RIVER OVERFLOW	BAMBERG	7									
US 78	EDISTO RIVER OVERFLOW	ORANGEBURG	7									
US 25	TURKEY CREEK	EDGEFIELD	2			4,000						
SC 72 BUS	CSX RAILROAD (ABANDONED)	GREENWOOD	2		5,000							
SC 917	LITTLE PEE DEE RIVER	HORRY/MARION	5		14,500							
SC 917	LITTLE PEE DEE RIVER SWAMP	MARION	5									
CALIFORNIA AVE	I-585	SPARTANBURG	3			2,000 C						
PAPER MILL RD	JEFFERIES CREEK	FLORENCE	5		300 P		2,200 RC					
OFF-SYSTEM					10,000							
S-11-102	ABINGDON CREEK	CHEROKEE	4	664								
S-11-64	GILKEY CREEK	CHEROKEE	4	698								
S-46-63	BULLOCKS CREEK	YORK	4	1,060								
S-46-960	BRANCH OF WILDCAT CREEK	YORK	4	788								
S-29-35	WAXHAW CREEK	LANCASTER	4	1,069								
S-11-58	STREAM	CHEROKEE	4	782								
S-12-144	LITTLE ROCKY CREEK	CHESTER	4	851								
S-12-397	SHANNON CREEK	CHESTER	4	730								
S-46-720	BIG DUTCHMANS CREEK	YORK	4	1,025								
S-29-772	HANGING ROCK CREEK	LANCASTER	4	1,710								
S-11-241	SUCK CREEK	CHEROKEE	4	684								
S-46-54	LITTLE ALLISON CREEK	YORK	4	744								
S-13-166	BEAR CREEK	CHESTERFIELD	4	1,401								
S-12-182	CONRAD CREEK	CHESTER	4	825								
S-11-243	BOWENS RIVER	CHEROKEE	4	689								
S-46-11	CLARKS CREEK	YORK	4	1,350								
S-44-66	CUNNINGHAM CREEK	UNION	4	791								
S-20-12	TRIBUTARY TO PARR RESERVOIR	FAIRFIELD	4	1,179								
S-11-207	DOOLITTLE CREEK	CHEROKEE	4	960								
BRIDGE PROGRAM SUBTOTALS				\$175,350	\$132,100	\$244,270	\$42,200	\$125,000	\$125,000	\$125,000	\$793,570	

	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)
CARRYOVER AVAILABLE	\$84,786	\$34,436	\$27,336	(\$91,934)	(\$9,134)	(\$9,134)	(\$9,134)	\$34,436	
BRIDGE SUBTOTAL	\$175,350	\$132,100	\$244,270	\$42,200	\$125,000	\$125,000	\$125,000	\$793,570	
BRIDGE PROGRAM	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	
BALANCE	\$34,436	\$27,336	(\$91,934)	(\$9,134)	(\$9,134)	(\$9,134)	(\$9,134)	(\$9,134)	

Interstate Program

PROJECT	COG / MPO	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
CABLE BARRIER	STATEWIDE	2,000 PC									IM
GUARDRAIL	STATEWIDE	3,000 PC									IM
PAVEMENT MARKINGS / SIGNING	STATEWIDE	4,000 PC									IM
ITS SYSTEMS / EXPANSION	STATEWIDE	6,000 PC									IM
REST AREA & WELCOME CENTERS	STATEWIDE										IM
TRUCK WEIGH STATION (DPS) PIN # 21925	STATEWIDE										IM
STATEWIDE PE PIN # 20674	STATEWIDE										IM
INTERSTATE BRIDGES	STATEWIDE										IM
OPERATIONS / TRAFFIC ENGINEERING BALANCE			15,000	15,000	15,000	15,000	15,000	15,000	\$90,000		IM
OPERATIONS / TRAFFIC ENGINEERING SUBTOTALS		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000		

Interstate Program

Revision 3 - January 12, 2010

PROJECT	COG / MPO	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
I-526 * WIDEN TO 6 LANES (I-26 TO SC 7)	CHATS		2,500 P	2,500 P					\$5,000		NHS/IM
I-20 WIDEN TO 6 LANES (I-77 TO S-53)	COATS	5,800 P	2,000 R 10,000 C	40,000 C	23,200 C				\$75,200		NHS/IM
I-385 WIDEN TO 6 LANES (SOUTHERN CONN TO WOODRUFF RD)	GPATS	550 P	46,620 C						\$46,620		NHS/IM
I-85 * WIDEN TO 8 LANES (US 25 TO SC 129)	GPATS / SPATS	10,000 P									NHS/IM
I-26 @ US 1 (AUGUSTA RD) EXIT 111	COATS					10,500 R			\$10,500	\$70,000	NHS/IM
I-26 @ S-13 (REMOUNT RD) (EXIT 212)	CHATS	26,600 C	38,000 C						\$38,000		NHS/IM
I-26 @ I-20 & I-126 CD * (EXIT 107 & 108) CORRIDOR MANAGEMENT I-26/I-126 EXPRESS LANE	COATS								\$8,500		NHS/IM
		1,000 P									
		1,000 P	1,000 C	7,500 C							
I-85 @ I-385 (EXIT 51)	GPATS	5,000 P	2,000 R	1,000 R	2,000 R	80,000 C	80,000 C	70,000 C	\$235,000		NHS/IM
I-95 @ SC 327 (EXIT 170)	FLATS		1,150 C						\$1,150		NHS/IM
STATEWIDE ARRA DISTRIBUTION			13,950						\$13,950		NHS/IM
INTERSTATE UPGRADE SUBTOTALS		\$49,950	\$117,220	\$51,000	\$25,200	\$90,500	\$80,000	\$70,000	\$433,920	\$70,000	

* - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY
 - FOR INTERSTATE RANKINGS, SEE INDIVIDUAL DISTRICTS

Interstate Program

PROJECT	DIR	COG / MPO	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
STATEWIDE ARRA DISTRIBUTION				23,174 C						\$23,174		IM
I-20 (NEAR MM 37 TO NEAR MM 53)	W	COATS / CENTRAL MIDLANDS (LEXINGTON)	14,968 C									IM
I-20 (NEAR MM 52 TO NEAR MM 55)	W	COATS (LEXINGTON)		2,117 C						\$2,117		IM
I-20 (NEAR MM 60 TO NEAR MM 70)	E	COATS (LEX/RICH)	1,070 C									IM
I-20 (NEAR MM 60 TO MM NEAR 70)	W	COATS (LEX/RICH)	14,193 C									IM
I-20 (NEAR MM 95 TO MM NEAR 106)	E W	SANTEE- LYNCHEs (KERSHAW)		150 P						\$150	\$25,142	IM
I-20 (NEAR MM 117 TO NEAR MM 134)	W	PEE DEE / SANTEE- LYNCHEs (DARLINGTON / LEE)		150 P						\$150	\$12,398	IM
I-26 (NEAR MM 5 TO NEAR MM 14) (NEAR MM 11 TO NEAR MM 19)	W E	APPALACHAIN / SPATS (SPARTANBURG)		150 P						\$150	\$20,808	IM
I-26 (NEAR MM 17 TO NEAR MM 19)	W	SPATS (SPARTANBURG)		200 C						\$200	\$1,800	IM
I-26 (NEAR MM 43 TO NEAR MM 61)	E	UPPER SAVANNAH (LAURENS)		150 P 18,600 C						\$18,750		IM
I-26 (NEAR MM 44 TO NEAR MM 51)	W	UPPER SAVANNAH (LAURENS)		16,000 C						\$16,000		IM
I-26 (NEAR MM 51 TO NEAR MM 59)	W	UPPER SAVANNAH (LAURENS)		900 C						\$900		IM
I-26 (NEAR MM 60 TO NEAR MM 75)	E W	CENTRAL MIDLANDS (NEWBERRY)		150 P						\$150	\$49,232	IM
I-26 (NEAR MM 89 TO NEAR MM 101)	E	COATS (LEXINGTON / RICHLAND)		150 P						\$150	\$24,076	IM
I-26 (NEAR MM 96 TO NEAR MM 101)	W	COATS (RICHLAND)		7,667 C						\$7,667		IM
I-26 (NEAR MM 107 TO NEAR MM 110)	E W	COATS (LEXINGTON)		6,336 C						\$6,336		IM
I-26 (NEAR MM 110 TO NEAR MM 126)	E	COATS (CALHOUN / LEXINGTON)		2,000 C	17,167 C					\$19,167		IM
I-26 (NEAR MM 110 TO NEAR MM 123)	W	COATS (CALHOUN / LEXINGTON)		2,000 C	14,895 C					\$16,895		IM

- FOR INTERSTATE RANKINGS, SEE INDIVIDUAL DISTRICTS

Interstate Program

Revision 4 (Correction) - January 21, 2010

PROJECT	DIR	COG / MPO	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
I-26 (NEAR MM 122 TO NEAR MM 136) (NEAR MM 125 TO NEAR MM 136)	W E	COATS (CALHOUN / LEXINGTON)		150 P						\$150	\$23,652	IM
I-77 (NEAR MM 12 TO NEAR MM 18)	N	COATS (RICHLAND)	3,728 C									IM
I-77 (NEAR MM 33 TO NEAR MM 34)	N S	CENTRAL MIDLANDS (FAIRFIELD)		2,163 C						\$2,163		IM
I-77 (NEAR MM 48 TO NEAR MM 55)	N S	CATAWBA / CENTRAL MIDLANDS (CHESTER / FAIRFIELD)		150 P						\$150	\$13,219	IM
I-77 (NEAR MM 54 TO NEAR MM 65)	N S	CATAWBA (CHESTER)		150 P						\$150	\$17,654	IM
I-85 (NEAR MM 40 TO NEAR MM 44)	N S	GPATS (GREENVILLE)	8,712 C									IM
I-85 (NEAR MM 43 TO NEAR MM 48) (NEAR MM 47 TO NEAR MM 57)	N S	GPATS (GREENVILLE / SPARTANBURG)		150 P						\$150	\$10,154	IM
I-85 (NEAR MM 58 TO NEAR MM 68)	N S	GPATS / SPATS (SPARTANBURG)		150 P						\$150	\$18,998	IM
I-85 (NEAR MM 77 TO NEAR MM 84)	N	SPATS (SPARTANBURG)		150 P						\$150	\$8,536	IM
I-95 (NEAR MM 85 TO NEAR MM 100)	S	LOWER SAVANNAH (ORANGEBURG)				18,440 C				\$18,440		IM
I-95 (NEAR MM 86 TO NEAR MM 99)	N	LOWER SAVANNAH (ORANGEBURG)				15,732 C				\$15,732		IM
I-95 (NEAR MM 122 TO NEAR MM 127)	N	SANTEE- LYNCHES (CLARENDON)	1,800 C									IM
I-185 (NEAR MM 14 TO NEAR MM 17)	S	GPATS (GREENVILLE)		150 P						\$150	\$3,208	IM
I-385 (NEAR MM 0 TO NEAR MM 15)	N S	UPPER SAVANNAH (LAURENS)	60,900 C									IM
I-385 (NEAR MM 22 TO NEAR MM 26)	N S	GPATS (GREENVILLE)	14,991 C									IM
I-526 (NEAR MM 17 TO NEAR MM 20)	E W	CHATS (CHARLESTON)		150 P						\$150	\$6,986	IM
I-585 (MM NEAR 0 TO NEAR MM 2)	N	SPATS (SPARTANBURG)		150 P						\$150	\$2,632	IM
I-585 (MM NEAR 0 TO NEAR MM 3)	N S	SPATS (SPARTANBURG)			2,865 C					\$2,865		IM
REHAB ALLOCATION							35,000	35,000	35,000	105,000		
REHAB SUBTOTAL			120,362	83,406	34,927	34,172	35,000	35,000	35,000	\$257,505	238,498	

- FOR INTERSTATE RANKINGS, SEE INDIVIDUAL DISTRICTS

Interstate Program

	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
CARRYOVER AVAILABLE	\$85,056	\$23,744	(\$67,882)	(\$44,809)	\$4,819	(\$11,681)	(\$17,681)	\$23,744		
INTERSTATE SUBTOTAL	\$185,312	\$215,626	\$100,927	\$74,372	\$140,500	\$130,000	\$120,000	\$781,425	\$308,498	
INTERSTATE PROGRAM	\$124,000	\$124,000	\$124,000	\$124,000	\$124,000	\$124,000	\$124,000	\$744,000		
BALANCE	\$23,744	(\$67,882)	(\$44,809)	\$4,819	(\$11,681)	(\$17,681)	(\$13,681)	(\$13,681)		

PROJECT	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	STIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
STATEWIDE INTERSTATE REHABILITATION PROGRAM (MATCHING AGENCY - SCDOT)	475									2009 IMD EARMARK FEDERAL - \$465,500 MATCH - \$51,722
EARMARK SUBTOTAL	475									