



Florence Area Transportation Study

Metropolitan Planning Organization

Transportation Improvement Program

Purpose

The Florence Area Transportation Study (FLATS) is the designated metropolitan planning organization (MPO) responsible for carrying out the transportation planning process for the Florence urbanized area. The FLATS MPO study area boundary (Figure 1) includes the City of Florence, Town of Quinby, City of Darlington, Town of Timmons ville and surrounding unincorporated areas of Florence and Darlington counties.

The Federal Highway Administrator (FHWA) and the Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or more to create an MPO. Each MPO must develop a cooperative, comprehensive and continuing transportation planning process in order to qualify for Federal funding for transportation projects.

The three major products developed by the FLATS MPO are a Transportation Improvement Plan (TIP), a Long Range Transportation Plan (LRTP) and a Unified Planning Work Program (UPWP). Opportunities for public input are advertised and public comments are actively solicited for each of these planning documents.

The TIP is a short-range program that schedules projects to be federally funded in the next six years and indicates project priorities. Projects move from the LRTP to the TIP based on the priorities established in the LRTP. The TIP includes only those projects for which funding is available and a project cannot be included in the TIP unless it is in the LRTP. The TIP draws projects from all of the various components of the LRTP and schedules them for implementation.

When projects are added to the TIP, they are prioritized based on area-wide needs. Project priorities result from the placement of the project in the long-range plan, funding availability, and the scheduling requirements of the state and federal governments. Highway projects are included in the TIP to reflect activities ranging from pre-construction activities, right of way acquisition, and construction. Transit projects also are included to reflect planning, operating expenses, and capital funds. Most large projects are funded in phases over several years, while smaller projects may be fully funded in a single year in the TIP. Regardless of schedule, a project must be included in the TIP

in order to be eligible for funding. When a project advances to the TIP, initial planning for the project has been completed and implementation begins.

Structure

The FLATS MPO is composed of a Policy Committee and a Study Team.

The FLATS planning process is guided by the Policy Committee that is comprised of nine (9) voting members. This committee is comprised of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning. The Policy Committee is the official decision making body that establishes policies for the overall conduct of the FLATS, granting final approval to all plans, projects and funding.

The Study Team, which is established by the Policy Committee, also participates in the planning process. They provide a forum for discussion and resolution of relevant issues and monitors technical activities including the development of the UPWP and the TIP for recommendation to the Policy Committee. In addition, the Study Team directs and considers for recommendation to the Policy Committee all major studies and planning activities. The Study Team is made up of city and county staff, representatives from each jurisdiction within the FLATS urbanized area, along with representatives from the South Carolina Department of Transportation (SCDOT) and FHWA.

FLATS Products

Transportation Improvement Plan (TIP)

The 2014-2019 TIP for FLATS is a six year program of transportation projects. These projects are listed on the TIP Financial Sheet in sections according to which federal program is funding them. The Funding Section of this document explains this in detail. The TIP also includes regional highway projects that are being implemented by the state, city and county for which federal funding is requested. The TIP Financial Sheet is developed cooperatively with the SCDOT. Once the TIP is approved by the FLATS Policy Committee and the SCDOT Commission, the TIP is submitted to the FHWA and the FTA for review.

The FLATS TIP is comprised of the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and



receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;

2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes for past TIPs;
3. Groups improvements of similar urgency and anticipated staging into appropriate staging periods;
4. Include realistic estimates of total costs and revenue for the program period;
5. Include a discussion of how improvements recommended for the LRTP and congestion model were merged into the plan;
6. List major projects from previous TIPs that were implemented and identified and major delays in planning implementation.

The majority of the projects in the TIP are aimed at increasing the efficiency and safety of the existing transportation systems rather than construction of new facilities. This, in part, reflects:

1. Transportation policies to implement low cost alternatives where feasible;
2. The limited funding resources available to meet the costs of new construction and improvements;
3. The increased concerns over congestion, the environment especially air quality;
4. The enhancement of freight movement and economic development;
5. The interest of bicyclists and pedestrians and public transit, and
6. The preservation of neighborhoods.

While the TIP is usually amended biennially, various times during the year as notified by the SCDOT, administrative corrections are necessary to the document. The process for amending the TIP involves staff evaluation, agency coordination, public review of the proposed action, and then approval by the MPO's Policy Committee. When these actions are completed, the amended document is then submitted to the SCDOT for further evaluation and approval to be incorporated into the State Transportation Improvement Program (STIP).

It is important to note that not all changes to the TIP are approached in the same manner. For example, when a decision is made to commit new federal funds to support a project, it is treated as a TIP Amendment; and as such, is a more formal process that involves both staff evaluation and a public review period. These steps are established so that adequate time and opportunity is available to provide input as well as suggestions before such an action is finalized.

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

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

However, when a revision to the TIP is requested – which typically involves administrative and/or supporting programmatic changes, such actions are approached more as minor updates or corrections (i.e., changes in the schedule of a project; combining or separating phases of work to improve implementation, etc.). With this in mind, staff evaluation and coordination continues to be a part of this action, but a separate public review period is not generally involved, as this action was completed when funding was originally considered. This type change is considered an Administrative correction.

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

- Minor changes to project phase or cost throughout the year.

Long Range Transportation Plan (LRTP)

The Moving Ahead for Progress In The 21st Century (MAP-21), Federal Surface Transportation Reauthorization Bill, mandates that MPO's have a Long Range Transportation Plan (LRTP) which includes environmental, social and intermodal considerations. The LRTP must also provide a financially constrained 25-year vision of future transportation improvements.

The FLATS 2035LRTP was adopted in July 2012 and is required to be updated on a five year interval. Although this update is significant, the five year updates are focused on changing conditions and new planning principals. A transportation related project must be highlighted in the LRTP in order for Federal guideshare monies to be allocated towards it. As these funds are available, guideshare projects (explained in the next section) are proposed and upon approval are listed in the TIP.

The process for undertaking major transportation studies, identifying short and long term needs and targeting major growth areas in the FLATS area for intensive study will strengthen subsequent programming for the TIP. The entire planning/programming/implementation process is specific and involves input by federal, state and local governments and the public in the early planning stages, and carries through into TIP programming.

Unified Planning Work Program (UPWP)

The UPWP is the element of the planning process that identifies the planning activities to be completed by the FLATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for federal funding. The FLATS UPWP is updated every two years.

The UPWP serves as the basis for all federal (the Federal Highway Administration {FHWA} and the Federal Transit Authority {FTA}), state (the South Carolina Department of Transportation {SCDOT}), and local funding assistance for transportation planning activities. This document is federally required as a basis and condition for all funding assistance for transportation planning to state, local and regional agencies. The authority for this requirement and for the Federal funding is found in two separate Federal legislative acts establishing transportation planning programs:

- 1) Title 23, U.S. Code Section 134, Section 5303(c) (Federal Aid Highway Act of 1962, as amended)
- 2) Title 49, U.S. Code Section 1603 et. al.: (Urban Mass Transportation Act of 1964, as amended)

The UPWP is intended to be consistent with the metropolitan planning requirements of the Federal Legislation: Moving Ahead for Progress in the 21st Century Act (Map-21) {P.L. 112-141}, and it's implementing regulations. MAP-21 states that the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the nations goals described in section 150(b) of Title 23 and in section 5301(c) of Title 49. The UPWP outlines a framework for the work program which the FLATS staff is expected to accomplish and provides guidance with respect to a financial plan to support the Work Program.

Funding

Guideshare Funds

Funds for road improvements are allocated by SCDOT through the federal Guideshare Program. The projects utilizing the FLATS annual guideshare funds are listed in the first section on the TIP Financial Sheet. The S.C. Highway Commission sets aside a specific amount of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and Councils of Governments (COGs) based on population and vehicle miles of travel in each region. The guideshare sets the annual budget for highway improvements within each MPO or COG, and



total project costs in any given year normally cannot exceed the guideshare apportionment (a fiscally constrained TIP).

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. However, minor maintenance activities such as resurfacing and patching potholes are not funded through FLATS, but are handled directly by SCDOT or City maintenance units.

FLATS apportionment from the Guideshare Program is currently \$2.4 million annually. Of this amount, an average of \$900,000 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. This is the purpose of the debt service payment.

Transportation Alternatives Program (TAP)

The Transportation Alternative Program was established as a result of MAP-21. The TAP replaced the funding from pre-MAP-21 programs including the Transportation Enhancements Program, Recreational Trails, Safe Route to School and several other discretionary programs, wrapping them into a single funding source. The Transportation Alternatives Program is a statewide competitive grant program. The SCDOT Highway Commission is the decision making body for the applications submitted for this program. The eligible project categories authorized in this program and by the SCDOT Commission are pedestrian facilities, bicycle facilities, streetscaping projects and enhancement of public transit services if applicable. Exclusive landscaping and scenic beautification projects are not allowed under this program. If the SCDOT Commission approves a project that is located within the FLATS Study Area Boundary, it is required to be listed in the FLATS TIP.

Federal Transit Administration Projects

The projects listed in this section on the TIP Financial Sheet are Federal Transit Administration (FTA) funds allocated based on urbanized areas. Urban funding can be used for capital, operations, some maintenance areas and some planning. FTA funds are provided directly to the Transit recipient. MAP-21 provides the Federal Transit Administration (FTA) a specific authorization level amount annually for transit programs. MAP-21 expands several important goals of the Department of Transportation including safety, state of good repair, performance

and program efficiency. MAP-21 grants the FTA significant new authority to strengthen the safety of public transportation systems throughout the United States.

MAP-21 also puts new emphasis on restoring and replacing the Nation's aging public transportation infrastructure by establishing a new State of Good Repair formula program (5326) and new asset management requirements. The FTA formula programs for transportation agencies within the FLATS urbanized area are:

1. FTA Section 5307 Small Urban Program;
2. FTA Section 5309 Capital Investment Program or Vehicle Acquisition;
3. FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program;
4. FTA Section 5316 Job Access and Reverse Commute Program;
5. FTA Section 5317 New Freedom;
6. FTA Section 5326 State of Good Repair.

The transportation agencies within the FLATS urbanized area that receive FTA urban funds directly and are required to be listed in the FLATS TIP and STIP are:

- The Pee Dee Regional Transportation Authority (PDRTA);
- The Florence Senior Citizens Association;
- The Florence County Disabilities and Special Needs Board;
- The Darlington County Council on Aging.

The FLATS program supports each of the above referenced public transportation systems and provide any information or data necessary to assist in their efforts to service their clients.

Capital Sales Tax Projects

In 1997, as a result of a local Referendum, Florence County implemented a one-cent sales tax program to improve the infrastructure County roadways. The Referendum called for a combination of the one-cent sales tax and the South Carolina Transportation Infrastructure Bank's (SCTIB) match 2:1. The local tax contribution to this program was anticipated to generate approximately \$148M, with the SCTIB's initial allocation of \$250M to match funds raised by Florence County. Fourteen projects were selected and prioritized by the residents of Florence County, with hopes that the first six projects could be completed as a result of this Referendum.

In 2013, it became apparent that the total funds the program would generate potentially would only be able to fund the first five projects. The SCTIB allocated an additional approximate \$90M to the program to hopefully be able to complete all six projects. This section is listed in the TIP to inform the public as the South Carolina Department of Transportation (SCDOT) allocates funds for preliminary engineering, right-of-way and construction.

Projects Exempt from Guideshare

Projects within the FLATS Study Area Boundary that are funded as a result of other State and Federal programs are listed in this section of the TIP. The SCDOT provides this information to the MPO to include in the TIP as they are listed in the STIP. Funding categories currently listed for projects in this section are as follows:

1. National Highway Preservation Program;
2. Surface Transportation Program;
3. Highway Safety Program.

Public Participation Process

The FLATS MPO follows a Public Participation Plan that details the approach, values and activities that are followed to ensure full and effective public participation in the planning process. Engaging the public often and early in the planning process is critical to the success of any transportation plan or program in addition to being required by various federal and state laws. Such legislation reinforces the necessity of public involvement, calling on MPOs such as FLATS to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other stakeholders with a reasonable opportunity to participate and comment on plans and programs.

A variety of methods are used to solicit public input, including small group presentations, news releases, distribution of printed and electronic newsletters, surveys, public workshops, development of corridor studies and area plans and public hearings. Specific details regarding venues where the public can comment on any of the FLATS documents are noted in advertisements as the documents are updated. The comment periods give to public adequate time to comment prior to presenting them to the Policy Committee for approval. These venues include:

- The Florence County Planning and Building Inspections Department located at 518 S. Irby Street, Florence, SC;
- The Florence County Planning and Building Inspections Department website located at <http://www.florenceco.org/offices/planning/flats/>;



- The Drs. Bruce and Lee Foundation Library located at 509 S. Dargan Street, Florence, SC.

The public comment period for each of the FLATS federal documents are:

- Long Range Transportation Plan (LRTP) - 30 days;
- Public Participation Process - 45 days;
- Transportation Improvement Plan (TIP) - 10 days;
- Unified Planning Work Program (UPWP) - 10 days.

Title VI Compliance

Investment made in the TIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Right 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.

The decision process by which new projects are selected for inclusion in the TIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Project Ranking Process/Criteria (ACT 114)

In 2007, the South Carolina Legislature established a statewide project priority list for all federal aid projects proposed for inclusion in the State Transportation Improvement Program (STIP). It should be noted that all federally funded projects and/or categories of projects are required to be included in the Statewide Transportation Improvement Plan (STIP) in order to be eligible for federal funds (Title 23 and Title 49, Chapter 53 of the United States Code).

As a part of this action, the State Highway Engineer developed a ranking process for applying uniform and objective criteria applicable to all projects, except State Infrastructure Bank, local option sales tax projects and projects funded solely by C-Funds (County Funds). This ranking



process is designed to serve as a useful decision-making tool to improve the overall transportation planning process.

Specifically, there are nine (9) evaluation points each project (road widening, intersection improvements and new alignments) must undergo prior to inclusion in the TIP: (1) financial liability; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) pavement quality index; (7) environmental impact; (8) alternative transportation solutions; (9) consistency with local land use.

Conclusion

The proactive cooperation of the FLATS committee members, membership governments and staff will continue to contribute to better transportation infrastructure and mobility in the Florence area. With the completion of the projects contained in the TIP and those projects yet to come, the region can look forward to improved connectivity between modes, improved air quality and mobility as well as improved infrastructure and safety.

Certification

An annual self-certification process, which certifies that the planning process complies with federal requirements, is included in the UPWP.

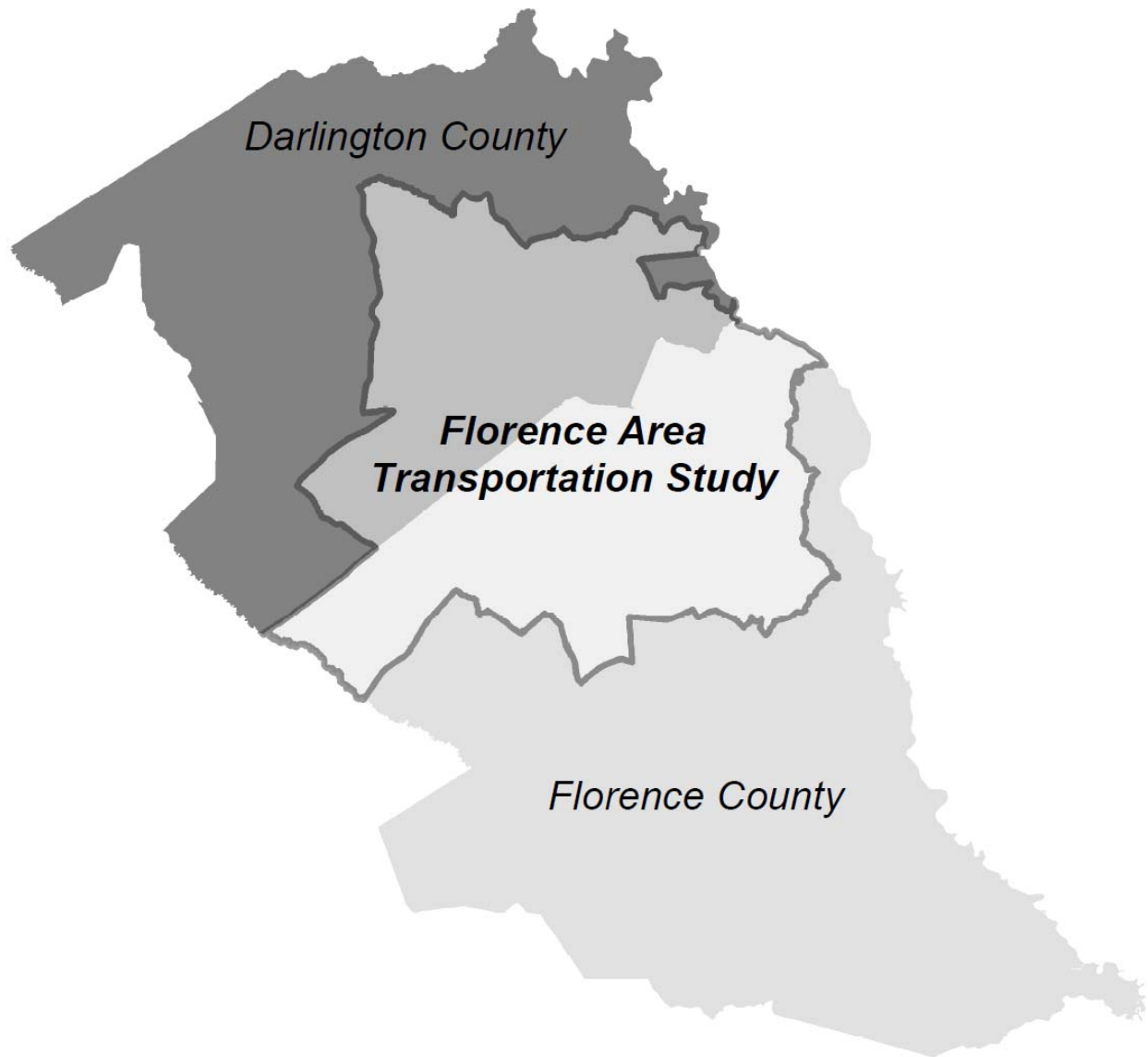
Previous TIP Financial Sheet Amendments

- November 10, 2008;
- March 30, 2009;
- February 19, 2010;
- June 6, 2011;
- July 23, 2012;
- February 25, 2013;
- June 10, 2013;
- August 26, 2013;
- June 12, 2014.

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Figure 1. FLATS Study Area Boundary



* FLATS FY2014-FY2019 TIP FINANCIAL STATEMENT *

(ALL VALUES IN THOUSANDS)											
POLICY COMMITTEE APPROVED: June 8, 2015											
PIN #	GUIDESHARE PROJECTS	Previous STIP(s)	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
	South Cashua Widening From SC51 to S-103 (Knollwood Rd.)	1200 P 2000 R	4300 R		10500 C				14,800		
GUIDESHARE PROJECT SUBTOTAL			4,300		10,500				\$14,800		
DEBT SERVICE SUBTOTAL			839	891	513	843	837	831	\$4,754		
ADVANCEMENT PAYBACK						2,192	\$1,862		\$4,054		
GUIDESHARE SUBTOTAL			\$5,139	\$891	\$11,013	\$3,035	\$2,699	\$831	\$23,608		
GUIDESHARE ALLOCATION			2,487	3,035	3,035	3,035	3,035	3,035	\$17,662		
CARRYOVER AVAILABLE			4,432	1,780	5,024			336	\$4,432		
ADVANCEMENT AMOUNT				1,100	2,954				\$4,054		
PROGRAM ADJUSTMENTS									\$0		
GUIDESHARE SUBTOTAL			(5,139)	(891)	(11,013)	(3,035)	(2,699)	(831)	(\$23,608)		
BALANCE			\$1,780	\$5,024	0	\$0	\$336	\$2,540	\$0		

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS - NO ACTION NECESSARY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Francis Marion University Highway SC 327	\$450,670						
Florence School District One		\$193,314					
Williamson Rd. Pedestrian & Mobility Impaired Pathway			\$314,727				

			FY2013 STIP	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)		
CAPITAL SALES TAX PROJECTS (Approximate Annual Allocations)												
	SC 577 (Pine Needles Road) Ebenezer to Southborough (WIDENING & BRIDGE REPLACEMENT) (Length 0.8) TOTAL Expenditures \$17,676,490) as of 4/30/11 \$1,398,449 (PE); \$2,293,829 (ROW); \$13,984,490 (Cons.)											
	US 378 (E. Myrtle Beach Highway (US 52 to SC 41) (Length 18.20) EST. COST \$ 136,364,420 \$11.2M (PE); \$12.9M (ROW); \$112.3M (Cons.)			93,936 C	18,342 C					\$112,278		
	US 76 (W. Palmetto Street) (S-98 Honda Way to I-95/S-545 Meadors Rd.) (Length 4.00) EST. COST \$ 28,425,621 \$2.4M (PE); \$2.4M (ROW); \$23.7M (Cons.)			23,706 C						\$23,706		
	S-26 (TV Road) / S-343 (N. Irby Street) (S-952 (Wilson Rd. to I-95/S-1354 (Blanchard Rd.) (Length 3.80) EST. COST \$30,712,890 \$3M (PE); \$3M (ROW); \$24.7M (Cons.)			23,706 C						\$23,706		
	US 51 (Pamplico Highway) (S-57 (Claussen Rd. to US 378) (Length 24.20) EST. COST \$140,449,217 \$11.2M (PE); \$17.3M (ROW); \$112M (Cons.)				60,214 C	51,771 C				\$111,985		
	US 301 ByPass/S-107 Alligator Road (US 52 to US 76) (Length 7.50) EST. COST \$73,464,146 \$4.5M (PE); \$23.4M (ROW); \$45.5M (Cons.)					23,436 R		45,490 C		\$68,926		
CAPITAL PROJECT SALES TAX SUBTOTALS				\$141,348	\$78,556	\$75,207		\$45,490		\$340,601		

		FEDERAL TRANSIT ADMINISTRATION									
		PEE DEE REGIONAL TRANS AUTHORITY	608 CA 500 OP 350 CA 80 CA 153 CA	262 CA 1,500 OP	599 CA 1,129 OP					\$1,469 \$3,129 \$350 \$80 \$153	5307 (Small Urban) 5307 5309 (Veh. Acquisition) 5316 (JARC) 5317 (New Freedom)
		FLORENCE SENIOR CITIZENS ASSOCIATION	10 OP	23 OP	120 OP					\$153	5310
		FLORENCE COUNTY DSN BOARD	45 CA	54 CA	56 CA					\$155	5310
		DARLINGTON COUNTY COUNCIL ON AGING	45 CA 26 OP	58 CA	56 CA					\$159 \$26	5310 5310
FTA SUBTOTALS			\$1,817	\$1,897	\$1,960					\$5,674	

			PREVIOUS STIPs	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)		Federal Program
PROJECTS EXEMPT FROM GUIDESHARE (Administrative Change for Information Only - No Action Necessary)												
	PROJECT	PROJECT AND LOCATION										
		BRIDGE REHABS										
FLATS/Pee Dee	I-95 SB	Great Pee Dee River			169 P		4,328 C			4497		NHPP
FLATS/Pee Dee	I-95 NB	Great Pee Dee River			169 P		4,328 C			4497		NHPP
FLATS	I-95 SB	Lynches River			65 P		1,404 C			1469		NHPP
		REHABS UNDER \$1,000										
FLATS/Pee Dee	I-95 SB	Sparrow Swamp			42 P			912 C		954		NHPP
FLATS/Pee Dee	I-95	S-21-26			11 P			365 C		376		NHPP
FLATS/Pee Dee	I-95 SB	SCL RR			17 P			304 C		321		NHPP
		BRIDGE REPLACEMENT										
FLATS		(S-16-49) High Hill Creek		312 P		56 R		1,715 C		2083		STP
FLATS		(US 401) Bridges over Jefferies Creek, Lake Swamp, and High Hill Creek		973 P		175 R		5,718 C		6866		STP
FLATS		US 52 Business over Swift Creek			353 P		50 R	3,530 C		3933		STP
FLATS		US 76 Lynches River			1,456 P			50 R	14,560 C	16066		STP
FLATS		S-76 (Edisto Dr.) Jefferies Creek										STP
FLATS/Pee Dee		(S-21-12 CON) (James Jones Av.) Jefferies Creek		322 P		56 R		2,482 C		2860		STP
		PAVEMENT PRESERVATION										
FLATS		SC 340 (S-48{Syracuse Community Rd.} to S-407 {Turnpike Rd.})			237					237		NHPP/STP
		PAVEMENT RESURFACING										
FLATS/Pee Dee		US 76 (0.10 mi. W. of SC 327-N. Williston Rd.) to S-24 (Old Marion Highway)		2,952								NHHP/STP
FLATS/Pee Dee		SC 341 (S-111 (Diamond Branch Rd.) to S-24 (Old Marion Highway)										NHPP/STP
FLATS		US 76 (US 301 {Freedom Blvd} to 0.22 mi. E. of US 301)										NHPP/STP
FLATS		US 76 (0.22 mi. E. of US 301 to mi. W. of SC 327)										NHPP/STP
		INTERSECTION IMPROVEMENTS										
FLATS/Pee Dee		Intersection SC 340 with Rd. S-354 - Installation of Traffic Signal		109						109		HSIP
FLATS		US 52 with S-1343 Darlington St.)										HSIP
FLATS/Pee Dee		SC 327 *Francis Marion Rd.) & S-57 (Old River Road) at Claussen Road			150 P	80 R	1,270 C			1500		STP
		SECTION/CORRIDOR IMPROVEMENTS										
FLATS/Pee Dee		S-13 (E. National Cemetery Rd.)			2,480	425				2,905		HSIP
		S-112 (Pisgah Rd./ Ebenezer Rd.)										HSIP
		S-918 (Old Wallace Gregg Rd.)										HSIP

P - PRELIMINARY ENGINEERING; R - RIGHT OF WAY; C - CONSTRUCTION; CA - CAPITAL PURCHASE; OP - OPERATIONS; PS - PURCHASE OF SERVICE CONTRACT; IM - INTERSTATE MAINTENANCE; AD - ADMINISTRATION; PM - PREVENTIVE MAINTENANCE

PUBLIC COMMENT PERIOD: May 25, 2015 through June 4, 2015

NHPP - National Highway Performance Program; STP - Surface Transportation Program; HSIP - Highway Safety Improvement Program