

7 ENGINEERING

DISTRICTS



TRANSPORTATION

SYSTEM STATUS

Bridge Status - Highway infrastructure continues to age and the percentage of bridges that become structurally deficient will continue to increase without adequate funding for our bridge replacement and preservation program. The area of deficient bridge decks is monitored monthly to determine its current condition level and the funding necessary to reduce the area of deficient bridge deck area over a given time period. Present funding levels are not adequate and the area of deficient bridge deck continues to increase. This includes repairs identified through the state bridge inspection program that were recorded in the Highway Maintenance Management System (HMMS) and cleared. These repairs removed some bridges from being structurally deficient and kept others from becoming structurally deficient. It also corrected safety related issues. The number of deficient bridges removed is a result of both the deficiencies cleared and bridges replaced.

System Service Life - Each year the highway system loses service life equivalent to the number of lane miles on the system. For example, if a system contains 60,000 lane miles, it will theoretically lose 60,000 lane mile years of service life each year. To maintain the system at its present condition, one must add the same number of lane mile years of service life that are lost each year. To improve the condition of the system you would have to add more than is lost. If you add less, the system deteriorates. Our pavements continue to deteriorate due to insufficient funding for reconstruction, rehabilitation, and preventive maintenance.

Average Pavement Remaining Service Life (RSL) by Route Type - RSL is the difference between the design fatigue life and the fatigue life used on a pavement. An RSL value equal to zero, under normal conditions, implies that the pavement will gain little benefit for the dollars spent from a rehabilitation or maintenance type overlay, but will require a major reconstruction of the roadway.

Traffic Signal Installations - Number of traffic signal installations performed within a district. These installations are broken down into rebuilds of existing traffic signals and new traffic signals.

CONSTRUCTION

ACTIVITIES

Construction Awards - Total dollar amount of construction contracts that were awarded to contractors.

Construction Payouts - Total dollar amount paid to contractors on construction projects.

Quality Management Team (QMT) Project Performance Reviews - The QMT evaluates construction projects statewide as a quality control measure for compliance with contract plans and applicable specifications. The best possible project score attainable is a 3.00. Projects receiving a score below 2.60 require significant improvement with a mandatory follow-up. The scores represented in the report are averages of all project QMT reviews for each district.

Construction Project Schedule - The number of projects that are ahead / on-schedule or behind schedule. The number of projects behind schedule is broken down 10% to 25% behind schedule and greater than 25% behind schedule.

MAINTENANCE

ACTIVITIES

Top 7 Maintenance Activities (Performed by SCDOT and Contract Forces)

Pavement - This includes activities associated with the routine maintenance of pavements such as routine patching and leveling.

Shoulder/Ditch Repair - This activity includes maintenance of earth shoulders, roadside ditches and outfall ditches to provide the proper drainage of the roadway surface.

Drainage Structures - This includes activities associated with the installation and maintenance of drainage structures such as catch basins and pipe necessary to provide proper drainage of roadways and highway rights-of-way.

Roadside - This includes the work associated with maintaining safe and aesthetically pleasing roadsides. This includes such activities as routine mowing, herbicide treatments, planting grass, brush cutting, landscaping, litter control, and tree removal.

Signs - Installation of new signs and routine maintenance of existing signs such as cleaning sign faces, straightening, and replacing damaged, faded, or outdated signs and assemblies.

Pavement Markings - This includes the installation of pavement markings such as center and edge lines to provide proper delineation of lanes as well as other markings that guide motorists or mark a hazard. These markings are placed by machine and by hand.

Guardrail - This includes the installation and repair of guardrail in order to provide protection to the traveling public from obstacles that cannot be removed from the clear zone.

Number of Days to Complete Work Requests - Our goal is to complete 95% of all work requests within 60 days. Districts that fall behind this goal are asked for an explanation and to submit a plan to bring the county or counties back into compliance. Work requests requiring approval by the SCDOT Commission prior to beginning work are excluded. For items requiring SCDOT Commission approval, reference the South Carolina Code of Laws, Title 57, Chapter 1, Section 57-1-370(N). This is a customer service related goal.

PERMIT

ACTIVITIES

Permit Approval Time Comparison - Approval time is the time from permit submittal to permit approval. A jurisdictional determination (JD) provided by the Army Corp of Engineers must be completed before a general permit submittal. The JD can take up to twelve months. General Permits: A unique permit agreement between SCDOT and the Charleston District Corps of Engineers with established criteria regarding both the scope of work and impacts to waters of the U.S. for qualifying projects. General permits are designed to streamline the permitting process similar to the nationwide permit.

PROJECT LETTING

ACTIVITIES

Projects Let - These graphs depict the number of projects that were in the original posting plus any account of projects added, providing a more accurate account of amount of work.

Projects Delayed - The number delayed are the projects that were moved from a specific quarter based on the original posting.

RIGHT OF WAY

ACTIVITIES

Condemnation Rate - The percentage of right of way acquired using the Department's eminent domain authority to the total number of parcels acquired.

Surplus Transactions - The number of conveyances of parcels deemed excess to the Department's needs.

Parcels - Area of land, variable in size, that the Department acquired for highway improvements that has been determined surplus to the Department.

New Parcels - Parcel of land acquired under current projects and has been added to the Department's inventory.

Adjusted Total Available for Sale - Is the current number of surplus parcels + the new parcels add to the inventory = the adjusted total.

Relinquished - Parcels that have been conveyed.

Remaining - The net figure of parcels on the Department's inventory after adjustments for sales and additions of new parcels.