

LEXINGTON COUNTY TRANSPORTATION PLAN

Revised 5/11/21

LEXINGTON COUNTY TRANSPORTATION PLAN

County Transportation Committee

The Lexington County Transportation Committee (CTC) is comprised of the nine members of Lexington County Council and is chaired by the Chairman of the County Council. Lexington County is a self-administered CTC; the Chairman oversees the administration of the “C” Fund Program and the daily operation of the “C” Fund Program has been delegated to the Public Works Department by the CTC. Under the direction and approval of the CTC, the Public Works Department manages and develops projects, and reports and makes recommendations to the CTC on a regular basis. The goal of the CTC is to program the annual “C” Fund allotments in a manner that benefits the County of Lexington as a whole.

The County’s “C” Fund Project Manager is the primary contact with the South Carolina Department of Transportation (SCDOT) for the day to day operations and reports to the County Engineer and Public Works Director.

There are approximately 2,782 miles of publicly maintained roads in Lexington County. The SCDOT maintains approximately 1,510 miles of these roads, including approximately 28 miles of dirt roads. The Lexington County Department of Public Works is responsible for the maintenance of approximately 1,272 miles of roads. This includes approximately 658 miles of paved roads and 614 miles of dirt roads. Lexington County has intergovernmental agreements with many of its incorporated municipalities to maintain their roads as well as the unincorporated county maintained roads.

Revenues and Expenditures

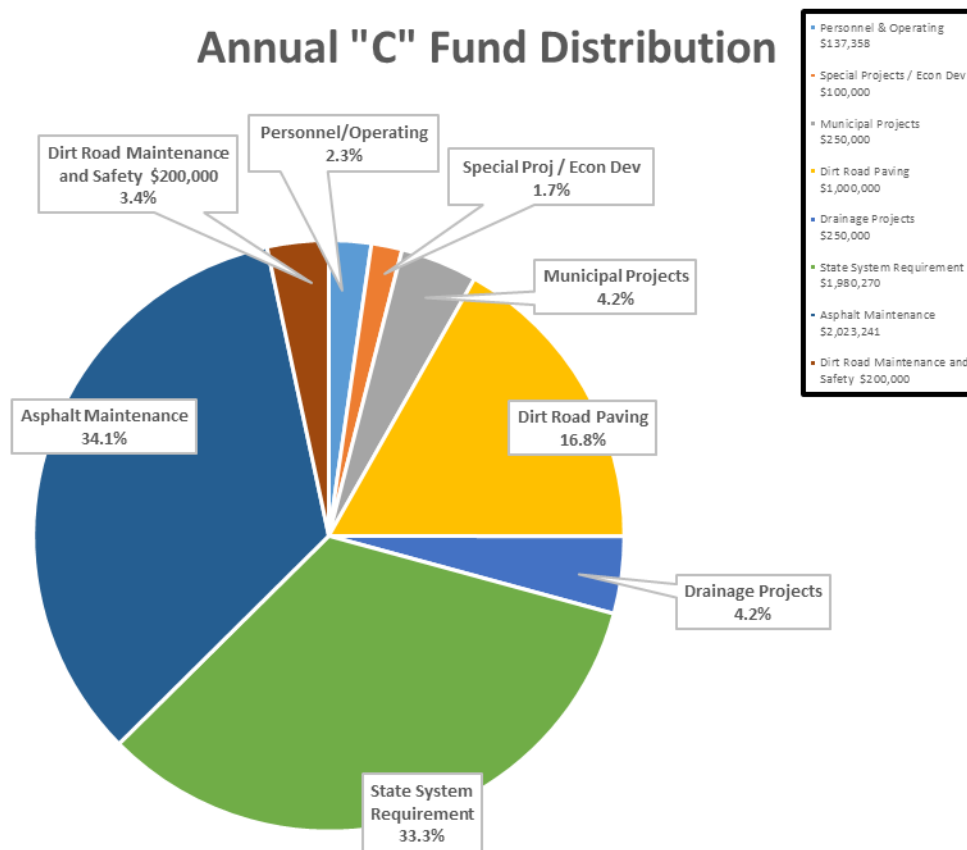
Note: The below information is based on the current level of funding. In June 2017, the General Assembly passed new roads bill legislation which authorized additional funding for the state’s transportation system. This legislation also impacts CTC funding. Therefore this section of the CTC plan will be updated as new funds are appropriated.

The County Transportation Committee elects to receive the uncommitted funds directly with payments made to the County of Lexington. The CTC can program projects on the state system and contract the project with SCDOT by returning funds to SCDOT on a project by project basis. Normal reoccurring “C” Funds are received by Lexington County in three forms:

- 1) The “C” Fund Apportionment – 3.6575 cents of the State’s gasoline tax is earmarked for “C” Funds; based on a statewide formula of population, land area of the counties, and number of miles of rural roads. The “C” Fund will increase annually by 0.3325 cents until it totals 3.99 cents per gallon.
- 2) A “C” Fund Donor County Settlement - Lexington County is a Donor County which means that Lexington County contributes to the statewide “C” Fund Program in an amount in excess of what it receives under the allocation formula. Thus, Lexington County receives a “Donor” portion back from the state (SCDOT). The total statewide donor amount is dispersed to the receiving counties according to the “C” Fund Law.
- 3) Investment Interest – Interest earned by investments through the Treasurer’s Office until funds are expended.

These revenues provide approximately \$6.0 Million dollars to the CTC per year. In accordance with the South Carolina State Law, the CTC will program at least 33.3% of the biennial average of the “C” Fund apportionment on the SCDOT road system beginning in FY 21-22. The CTC uses

a significant portion of the annual “C” Fund allotment to program dirt road paving, resurfacing, and storm drainage improvement projects. The funding distributions of these programs are depicted in the pie chart shown below. The amounts shown are approximate and vary based on actual revenues and expenditure requirements.



A more detailed breakdown of the “C” Fund account categories are given below:

- **Dirt To Pave Program** – \$1.0 Million is utilized for the paving of existing dirt roads as approved by the CTC. The CTC approves these projects based on a recommendation provided by the Public Works Department, which is based on a ranked and prioritized list of petitioned county maintained roads.
- **Asphalt Maintenance Program** – Approximately \$2.0 Million is set aside for the maintenance associated with existing paved roads in an effort to protect the existing infrastructure and extend the life of the pavement; includes asphalt resurfacing, patching, full depth reclamation, curb repair, line striping, and surface treatments deemed necessary.
- **State System Expenditure Requirement Fund** – 27.3% of the County’s apportionment is required to be expended on the State system by the “C” Fund law; thus these funds are

set aside to meet this biennial average requirement. Beginning in FY 21-22, the CTC will program at least 33% on the SCDOT road system. These funds can also be expended through the State Match Program by providing matching funds to SCDOT projects when offered.

- Drainage Projects - \$250,000 is set aside to fund storm drainage improvements directly related to public roads and transportation.
- Road Maintenance & Safety Projects - \$200,000 is set aside for various maintenance paving projects described as high maintenance, limited scope, and/or not approved for paving from the petition list. Paving from this subsection is a maintenance activity that corrects drainage, provides stabilization, improves safety, or addresses other deficiencies on an existing dirt road.
- Special Projects - \$350,000 is set aside for special projects, such as SCDOT enhancement grant matches, sidewalks, transit facilities, school road projects, and similar municipal projects. As part of the \$350,000 set aside, \$250,000 is designated for municipal project requests. Municipalities receive notification from the Public Works Department to submit project requests and, upon review, a recommendation is provided for the distribution of municipal funds. Lexington County school districts can apply for funding to improve access to schools from a publicly maintained road. All recommendations are subject to CTC approval.
- Personnel & Operating – The County's "C" Fund Project Manager oversees day to day operations of the "C" Fund Program. Duties include: program and project management; correspondence between engineering consulting firms, contractors, SCDOT, and the general public; and design and specification development, bidding, and construction management. Support staff assists the program manager with the execution of "C" Fund projects including right of way acquisition, construction inspection, and certain aspects of project management. Public Works staff charges time spent working on these projects to this account as a reimbursement of these expenses. Additional professional services are acquired through the Lexington County "on-call" engineering contract as needed.

Project Prioritization System

The CTC prioritizes the repair and resurfacing of county maintained paved roads based on recommendations from Public Works staff. Pavement management software is utilized to evaluate and monitor the condition of the County's paved network. This information, supplemented by field reviews, work planning, and effective use of pavement preservation techniques, is used to develop a recommendation for asphalt maintenance contracts.

The CTC utilizes a ranking system to prioritize and program county maintained dirt roads for paving. This is referred to as the "Priority Ranking System". The ranking system was developed during the 1980's for the Lexington County Legislative Delegation (Delegation) and was used by the Delegation as a guideline for programming dirt roads for paving. The ranking system prioritizes all petitioned dirt roads in Lexington County based on technical data gathered on each road. Currently, the technical data consists of five factors: annual maintenance costs, number of homes on the petitioned section, traffic counts, whether or not the road is a school bus route, and the number of years that a petition has been on file. The ranking system is set up in a manner that allows the average annual maintenance cost and the average daily traffic to be the primary factors in determining which roads need to be paved first. The other factors that are used in the

“Priority Ranking System” play a secondary role in prioritizing the petitioned roads. The priority list is updated on an “as needed” basis pending available funds and associated construction costs.

The following is an overview of the “Priority Ranking System” and a sample priority list.

The Priority Ranking System is compiled based on 5 factors:

- 1 - maintenance cost
- 2 - density
- 3 - ADT
- 4 - school bus usage
- 5 - petition age

1. The maintenance cost factor is based directly on the average annual maintenance cost per mile. Average annual maintenance cost is taken over a 5 year period. The maintenance cost factor is assigned to each road as follows:

<u>Avg. Annual Maint. Cost per Mile</u>	<u>Maint. Cost Factor</u>
Under \$1,000	5
\$1,000 - 2,000	10
\$2,000 - 3,000	15
\$3,000 - 4,000	20
\$4,000 - 5,000	25
\$5,000 or over	30

The maintenance cost factor is added into the Total Value.

2. The **density** factor is based directly on the number of dwellings on the petitioned road. The density factor is assigned to each road as follows:

<u>Density</u>	<u>Density Factor</u>
Under 10	0
10 - 20	5
20 - 30	10
30 or over	15

The density factor is added into the Total Value.

3. The **ADT** factor is based directly on the average daily traffic (ADT). The ADT factor is assigned to each road as follows:

<u>ADT</u>	<u>ADT Factor</u>
Under 50	10
50 - 100	20
100 - 150	30
150 - 200	40
200 or over	50

The ADT factor is added into the Total Value.

4. The **school bus** factor is based directly on school bus usage. If the road is on a school bus route it is assigned a school bus factor of 5; if it is not on a school bus route, it is assigned a school bus factor of 0.

The school bus factor is added into the Total Value.

5. The **petition age** factor is based directly on the number of years a road paving petition has been on file. The petition age factor is assigned to each road as follows:

<u>Petition Age</u>	<u>Petition Age Factor</u>
5 or Under	0
5 - 10	1
10 - 15	2
15 - 20	3
20 - 25	4
25 - 30	5
30 - 35	6
Over 35	7

The petition age factor is added into the Total Value.

In the case of two or more roads having equal Total Value, the priority order will be given to the roads based on age of petition.

Each petitioned road is assigned a **Total Value** equal to the sum of the above 5 factors. The maximum total value for 2021 is 107. The roads with the highest Total Value are the highest priority. Once the "C" fund Priority List is completed and approved, the roads are programmed by the CTC based on available right of way. Roads will only be programmed for design after all right of way along a petitioned road has been obtained.

Total Value = The sum of the 5 factors:

Maintenance Cost Factor (max 30) **(30%)**
Density Factor (max 15) **(15%)**
ADT Factor (max 50) **(50%)**
School Bus Factor (max 5) **(5%)**
Petition Age Bonus (max 7) **(+ up to 7%)**

Priority Ranking System Sample

Proj #	PROJECT NAME/ DESCRIPTION	FROM	TO	PROJECT LENGTH	RUNNING LENGTH	CONTRACTED COST	TOTAL RUNNING COSTS	C C DIST.	HOUSE DIST.	TOTAL VALUE	AVERAGE ANNUAL MAINT. COST	AVG. MAINT. COST / MI	MAINT. COST FACTOR	DENSITY	DENSITY FACTOR	2013 ADT	A.D.T. FACTOR	BUS ROUTE	SCHOOL BUS FACTOR	YEAR PET.	PETITION TIME (AGE)	AGE FACTOR	TOTAL PARCELS	ROW OBTAINED	% ROW
50	TOMAHAWK DRIVE	CROOKED CREEK RD	COUNTY LINE	0.65	62.5	\$868,000	\$66,244.375	0	85	72	2,217	4,257	15	10	5	101	30	TRUE	5	1983	38	7			
51	GRANDVIEW DRIVE	ANN ST	JACKSON ST	1.51	64.0	\$1,550,000	\$57,003.375	1	96	72	4,512	2,888	25	59	15	109	30	TRUE	5	1984	37	7			
52	CLANDER ROAD, 1	EXISTING PAVEMENT	COUNTY LINE	1.14	65.1	\$1,026,000	\$56,629.375	2	39	72	4,866	4,266	25	13	5	108	30	TRUE	5	1985	36	7			
53	TILBEN POINT CIRCLE	R B BAKER DR	DEAD END	0.16	65.3	\$144,000	\$58,773.375			72		4,443	25	6	0	195	40	FALSE	0	1986	35	6			
54	BOYO SHAMPERT RD	SAND MOUNTAIN RD	DEAD END	0.39	65.7	\$351,000	\$59,724.375			72		5,455	30	19	5	140	30	FALSE	0	1986	35	6			
55	RABBIT ROAD	OLDF PARM RD	PRISAH CHURCH RD	0.73	66.4	\$657,000	\$59,813.375			72		5,275	30	8	0	112	30	TRUE	5	1986	35	6			
56	GERBIE LANE	PINE ST	DEAD END	0.28	66.7	\$252,000	\$60,033.375			72		7,918	30	14	5	102	30	FALSE	0	1987	34	6			
57	MARY DRIVE, 1	LYNN ST	SHAMPERT RD	1.32	66.9	\$207,000	\$60,240.375			72		6,863	30	8	0	148	30	TRUE	5	1988	33	6			
58	QUINTON RICARD RD, 1	FREDONA RD	SANBET RD	0.23	68.3	\$1,186,000	\$61,428.375			72		5,989	30	24	10	98	20	TRUE	5	1988	33	6			
59	HOWITZER CIRCLE	PRINCETON RD	DEAD END	0.69	68.9	\$821,000	\$62,049.375			72		18,134	30	23	10	76	20	TRUE	5	1989	32	6			
60	AURORA LANE	THREE CHOP RUN	DEAD END	0.39	69.3	\$351,000	\$62,400.375			72		7,326	30	11	5	112	30	TRUE	5	2012	9	1			
61	WOODGORD ROAD 1	JONES WIRE RD	WHETSTONE RD	1.94	71.3	\$1,746,000	\$64,146.375			72		5,448	30	19	5	101	30	TRUE	5	2013	8	1			
62	LEE KEECKLY ROAD*	MILL STREAM RD	CORLEY HILL RD	0.98	72.3	\$882,000	\$65,028.375			72		11,246	30	8	0	141	30	TRUE	5	1991	30	5			
63	BURNS DRIVE	W E JEFFCOAT RD	SHAMON CHURCH RD	1.69	72.9	\$1,521,000	\$66,549.375			72		15,971	30	20	10	76	20	TRUE	5	1992	29	5			
64	CHESTNUT STREET	OLD ORANGEBURG RD	DEAD END	0.25	74.2	\$225,000	\$66,774.375			72		8,116	30	11	5	116	30	FALSE	0	1992	29	5			
65	BACKMAN DRIVE	MEMORIAL DR	CONGARBE DRIVE	0.36	74.6	\$324,000	\$67,250.375			72		2,170	15	2	0	327	60	FALSE	0	1992	29	5			
66	SHADOW MOSS DRIVE	PUTNAM DR	SHAMENSET DR	0.28	74.8	\$252,000	\$67,350.375			72		5,072	30	3	0	147	30	TRUE	5	1992	29	5			
67	CONGARBE DRIVE 1	BACKMAN DR	DEAD END	0.17	75.0	\$153,000	\$67,819.375			72		10,422	30	12	5	111	30	FALSE	0	1992	29	5			
68	FRANK WOODEN DR	MACK ST	PINE PLAIN RD	1.24	76.2	\$1,116,000	\$68,819.375			72		6,508	30	23	10	98	20	TRUE	5	1996	25	4			
69	SOUPREL HOLLOW RD	WILSON ST	OLD ORANGEBURG RD	0.81	77.1	\$729,000	\$68,946.375			72		6,016	30	14	5	100	30	FALSE	0	1996	25	4			
70	CHIPPENAW TRAIL	PREARY TAYLOR RD	BROAD ST	0.67	77.7	\$803,000	\$69,951.375			72		2,380	15	30	15	115	30	TRUE	5	1998	25	4			
71	PAUL FULLER ROAD	WESTWOODS DR	ST PETERS CHURCH RD	0.94	78.7	\$846,000	\$70,973.375			72		3,371	20	19	5	163	40	FALSE	0	1997	24	4			
72	CONTINENTAL DRIVE	PELHAM DR	DEAD END	0.47	79.1	\$426,889	\$71,234.84			72		3,536	30	6	0	157	40	TRUE	5	1999	22	4			
73	DISTANT LANE	WESTWOODS DR	LAZY BROCK DR	0.42	79.6	\$378,409	\$71,602.375			72		19,654	30	15	5	134	30	TRUE	5	1999	22	4			
74	OLD DATE ROAD, 1	CAUS FERRY RD	SCOTT PAVED ROAD	0.86	80.4	\$774,000	\$72,376.773			72		5,554	30	17	5	148	30	FALSE	0	2000	21	4			
75	GREEN HAVEN DRIVE**	STEEL RD	DEAD END	0.26	80.8	\$324,000	\$72,507.773			72		22,428	30	17	0	148	30	TRUE	5	2000	18	3			
76	SANDY SPRINGS COURT	SANDY SPRINGS LN	DEAD END	0.19	81.0	\$171,000	\$72,827.773			72		8,323	30	8	0	148	30	TRUE	5	2000	16	3			
77	ANN STREET, 1	SANDRA DR	SANDRA DR	0.44	81.4	\$196,000	\$73,267.773			72		3,624	20	11	5	100	30	TRUE	5	1984	37	7			
78	WALTER TAYLOR RD	SOUTHLAND RD	WINDY RD	1.12	82.5	\$1,004,000	\$74,275.773			72		2,798	15	24	10	126	30	TRUE	5	1985	36	7			
79	GLOVER ROAD	PINE ST	SHAMPERT MILL RD	1.71	84.2	\$1,539,000	\$75,814.773			72		6,412	30	18	5	98	20	TRUE	5	1985	36	7			
80	LESTER FRICK ROAD	ST PETERS CHURCH RD	AMICUS FERRY RD	1.09	85.3	\$981,000	\$76,765.773			72		3,271	20	34	15	66	20	TRUE	5	1985	36	7			
81	JAKE LUKAS LN	N LAWRENCE AVE	DEAD END	0.12	85.4	\$108,000	\$76,903.773			72		4,496	25	7	0	103	30	TRUE	5	1985	36	7			
82	CROFT POND WAY	TWO NOTCH RD	JUNIPER SPRINGS RD	2.19	87.6	\$1,971,000	\$81,709.773			72		6,782	30	20	10	75	20	TRUE	5	2008	13	2			
83	ELBERT TAYLOR ROAD, 2	POUD BRANCH RD	CAUS FERRY RD	3.15	90.8	\$2,835,000	\$81,709.773			72		2,389	15	36	15	105	30	TRUE	5	2009	12	2			
84	ROOST COURT	EXISTING PAVEMENT	DEAD END	0.41	91.2	\$369,000	\$82,078.375			72		2,621	15	14	5	192	40	TRUE	5	2009	12	2			
85	ELBERT TAYLOR ROAD, 1	WHETSTONE RD	EXISTING PAVEMENT	0.80	92.0	\$720,000	\$83,410.773			72		12,442	30	1	0	111	30	TRUE	5	2010	11	2			
86	PELEE COURT	WHETSTONE RD	DEAD END	0.68	92.7	\$1,004,000	\$83,410.773			72		5,510	30	24	10	74	20	TRUE	5	1986	35	6			
87	THACK ROAD	CELANO CREEK RD	PINE PLAIN RD	4.34	97.0	\$1,464,000	\$84,270.773			72		3,916	30	46	15	83	20	TRUE	5	1986	35	6			
88	ETNA JUMPER RD #1	FEDMOND MILL RD	HYWAY #178	1.56	98.6	\$1,464,000	\$84,270.773			72		2,608	15	21	10	113	30	TRUE	5	1990	31	6			
89	ELROD AVENUE	DUHMAN RD	COLUMNA DR	0.24	98.6	\$1,464,000	\$84,270.773			72		1,456	6,068	15	10	5	85	20	TRUE	5	1991	30	5		
90	HAYRIDE ROAD	NEELY WINGARD RD	NEELY WINGARD RD	1.74	100.6	\$90,002.375	\$84,270.773			72		5,657	3,194	30	33	15	51	20	TRUE	5	1991	30	5		
91	GEORGE BROWN ROAD	NEW HOPE CHURCH RD	ROGER ROAD	2.09	102.6	\$1,881,000	\$84,270.773			72		1,835	3,866	20	53	15	91	20	TRUE	5	1993	28	5		
92	S HAMPTON RD	VACA ROAD	JUNIPER SPRINGS RD	0.28	102.6	\$2,220,000	\$84,270.773			72		8,916	3,877	20	37	15	74	20	TRUE	5	1994	27	5		
93	BENNYZER DR	TWO NOTCH RD	CAUS FERRY RD	2.30	105.2	\$2,700,000	\$86,938.773			72		5,524	3,813	20	15	5	125	30	TRUE	5	1994	27	5		
94	LONG BRANCH ROAD	ORAWGREN RD	CAUS FERRY RD	1.37	106.6	\$1,233,000	\$86,938.773			72		25,461	25,461	20	18	5	85	20	TRUE	5	1995	26	4		
95	DIXIED ROAD	POUD BRANCH RD	BEADIE RD	1.00	107.6	\$900,000	\$87,223.773			72		2,469	3,799	20	12	5	100	30	TRUE	5	1997	24	4		
96	COPPLELAND ROAD	ST MATTHEWS RD	ETNA JUMPER RD	0.65	108.2	\$654,000	\$89,493.773			72		11,320	5,009	20	19	5	81	20	TRUE	5	1998	23	4		
97	DANIEL SHAPIRE ROAD	LAROS HILL RD	WHETSTONE RD	2.30	110.5	\$2,070,000	\$89,493.773			72		3,955	20	19	5	109	30	TRUE	5	1999	22	4			
98	LJUMBEL DRIVE	HARMON ST	EXISTING PAVEMENT	0.28	110.8	\$252,273	\$89,746.045			72		1,109	3,955	20	19	5	109	30	TRUE	5	1999	22	4		

LEXINGTON COUNTY TRANSPORTATION PLAN - 2021

☐

The attached transportation plan is accurate, and no changes were made.

Chairperson's Signature

Date

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A revised transportation plan is attached.



Chairperson's Signature

5-11-21

Date