Summary of Public Comments Received for SCDOT's Public Notification of:

The Addition of Right-of-Way(s) To Improve Road Safety In Two Counties &

The Commission Approving Additional Interstate Widening Projects for the Rural Areas of the State

Comment Period: October 25, 2018 – November 14, 2018

Consistent with the Department's Public Participation Plan and STIP Administration Process, the following items were made available for public comment following the approval of the Commission meeting. SCDOT's Public Notification of:

1. The Addition of Right-of-Way(s) To Improve Road Safety In Two Counties

Summary: The South Carolina Department of Transportation (SCDOT) is providing public notification of two safety projects. These two safety projects are receiving additional funding for acquisition of Right-of-Way and construction. These projects are located in Berkeley and Dorchester Counties and will be reflected in the Statewide Transportation Improvement Program (STIP).

- **No comments** were **received during THE 21-DAY COMMENT PERIOD.**

2. The Commission Approving Additional Interstate Widening Projects for the Rural Areas of the State

Summary: The South Carolina Department of Transportation (SCDOT) is providing public notification of Commission approval of the **Rural Interstate Freight Network Mobility Improvement Program**, which specifically targets rural sections of the interstate system that are critical to the movement of freight across the state. This freight program is in addition to the interstate widening program previously approved by the Commission that has focused on the urban areas of the state. The section of I-26 between Columbia and Charleston as well as a portion of I-95 at the southern end of the state are noted as the top three rural interstate corridors designated for widening by the Commission.

Two Hundred Twenty-four (224) comments were received for this project during THE 21-DAY COMMENT PERIOD.

- **One Hundred-six (106) comments submitted were in favor of widening I-95.**
- **Seventy-three (75) comments were in favor of widening I-95 at Georgia State Line or #2 ranking.**
- **Twenty-one (21) comments were in favor of the overall project.**
- **Twelve (12) comments were in favor of I-95 and mentioned I-26 or #3 ranking.**
- **Five (5) comments were not substantive.**
- **Five (5) comments required responses from SCDOT staff members.**

➢ **A comment received from a citizen said; I like the decision to expand the top 5 Freight Corridors. I hope the vision of the Commissioners and the SCDOT leadership will look at the eastern portion of our great state. And take into consideration Sumter, Florence, and the Dillion Inland Ports.**

- ✓ **The response was provided from the Deputy Secretary of Intermodal Planning Office. The following is a summation of the response, "we looked at all rural interstate segments, which included all of I-95 (with the exception of the 6-lane section in Florence). We only chose to submit the top 5 to the Commission for approval at this time due to the time it will take to deliver those projects. Other rural segments will be ranked and submitted to the Commission for approval as the top five are completed or as additional funding is identified".**

- ➢ **A comment was submitted from a citizen stating; Out of state motorists and truckers are heavy users of both of these roads, many times never stopping anywhere in SC on their way through. In so doing, they contribute heavily to the volume of traffic and to the wear and tear on these roadways, without contributing even $1 to the state's economy to offset the expense the taxpayers of SC will need to pay overtime to repair and upgrade these roadways. Why is that fair, and why should it be allowed to continue? How about implementing some sort of toll system on these roads at state entry/exit points to target the through traffic to capture their fair share of all of this expected expense?**

- ✓ **The response was provided from the Office of Finance and Administration. The following is a summation of the response, SECTION 57-3-615 governs SCDOT on tolling of intestates, and however, we will take your comment into consideration in addressing the needs along the I-95 corridor. SECTION 57-3-615 states:**
  No toll may be imposed on passage of any vehicle on federal interstate highways in this state which were inexistence as of January 1, 1997, unless the imposition is otherwise affirmatively approved by the General Assembly in separate legislation enacted solely for that purpose.

- ➢ **Three comments were made that spoke to the Safety of motorists on I-95.**

- **I object to the widening of I-95 between MM 1 and 35--the most dangerous portion of any roadway in our state, without also allowing video enforcement of speed limits. The trees are being removed because they have been seen as the reason for so many accidents, and the beauty of that roadway is now lost. Without enforcement of the speed limits, lives will continue to be lost. Please DO NOT WIDEN without enforcing. Thank you.**

- **The corridor between Ridgeland and the Georgia border is extremely dangerous with high incidents of accidents and related deaths. Truck traffic along with speed, lack of roadway shoulders, is the cause. At a minimum a third lane should be added along with hard surface shoulders and guardrail to prevent tree impact should be considered. Another option would be the addition of solar overhead lights to improve night time visibility.**

- **It is vital that I95 be widened to three lanes from the Georgia border northward. This area has experienced several fatalities due to congestion and other problems. As the Bluffton/Hilton Head areas continue to grow and draw tourists, we will experience higher traffic volume and more crashes. This is a necessary project, long overdue for this area. We hope it will be given serious consideration and save countless lives.**

- ✓ **A response was prepared by the Traffic Engineering Safety Office. A summation of the response that each citizen received is as follows; South Carolina's fatality rate is currently the highest of any state in the nation and more than 50% higher than the national average. Nearly 60% of all fatalities in SC occur on our rural roadways. Further safety analysis has identified that**

approximately 30% of all rural fatal and severe injury crashes occur on just over 5% of the state's total rural roadways which includes the entire length of I-95 in Jasper County. This 33 mile stretch of I-95 experienced 1,486 crashes, resulting in 31 fatalities and 81 incapacitating injuries between 2011 and 2015. In addition, 246 of these reported crashes involved vehicles hitting trees resulting in a total of 50 persons (20%) being fatally injured or incapacitated because of the crash. I-95 between mile marker 0 and mile marker 33 was selected for improvement through the federally funded Highway Safety Improvement Program (HSIP). This program uses a data-driven strategic approach to identify locations throughout the state with high crash rates or patterns and implements safety enhancements through infrastructure-related improvements. The HSIP project selection requires an engineering study that includes an analysis of the crash data, an assessment of field conditions, and the identification of possible engineering countermeasures. SCDOT safety engineers determined the most cost effective mitigation strategy to improve safety through a reduction in fatal and serious injury crashes was to utilize a combination of engineering strategies by installing rumble strips to alert drivers they are in the process of leaving the roadway and by increasing the recovery area (i.e. clear zone) for those vehicles that do leave the roadway. In addition, Improvements will include select installation of median cable rail along with, the strategic installation of steel beam guardrail to reduce the environmental impacts.

Rural Interstate Freight Network Mobility Improvement Program

October 2018

						Criteria Points							Combined	
Rank	Freight Corridor Designation	Begin	End	Length	Area Type	Tonnage Points	Commerce Points	TTTR Points	Truck AADT Points	AdjacentWidening Points	Port Auth Points	2013-17 Total CMV Crash/Mile	Combined Score	Rank
2018-1	I-26 M2, N	Old Sandy Run Road/Exit 125	I-95/Exit 169	44	Rural	126	64	205	200	50	92	100	836	2018-1
2018-2	I-95 A,B	GA State Line	US-17 (Ridgeland) (North)/Exit 33	33	Rural	200	30	234	150	50	0	67	731	2018-2
2018-3	I-26 O	I-95/Exit 169	Ridgeville Rd/Exit 187	18	Rural	83	100	200	145	50	100	49	727	2018-3
2018-4	I-85 A	GA State Line	US-76/SC-28/Exit 19	19	Rural	137	60	192	193	50	8	82	722	2018-4
2018-5	I-77 F	SC-9/Exit 65	US 21/Exit 77	12	Rural	104	90	196	124	50	75	78	718	2018-5

Structure Number	Asset ID	County	Facility Carried	ON Rte MP	Route Crossing	UNDER Rte MP	Yr Built	Yr Reconstr
2720001700400	5101	JASPER	US 17	13.05	I-95	5.11	1967	0
2720001700800	4825	JASPER	US 17 NB	30.158	I-95	22.36	1966	0
2710009510300	6890	JASPER	I-95 NB	2.089	SAND ISLAND SWAMP		1976	0
2740046200201	6521	JASPER	SC 462	18.4	I-95	28.32	1974	0
2710009530400	6893	JASPER	I-95 SB	2.587	S.C.L. RAILROAD		1976	0
2710009530700	5326	JASPER	I-95 SB	11.245	BAHAMA SWAMP		1968	0
2770001300100	4826	JASPER	S-27-13	0.38	I-95	18.23	1966	0
2710009510100	10088	JASPER	I-95 NBL	0.275	SAVANNAH RIVER		1976	0
2710009510700	5323	JASPER	I-95 NB	11.267	BAHAMA SWAMP		1968	0
2710009530800	5327	JASPER	I-95 SB	12.956	BAGSHAW SWAMP		1968	0
2710009510900	4823	JASPER	I-95 NB	14.966	GREAT SWAMP		1966	0
2710009531000	4562	JASPER	I-95 SB	20.732	SC 336	8.44	1965	0
2710009511200	6515	JASPER	I-95 NB	30.545	TULLIFINNY RIVER		1974	0
2770014100400	5102	JASPER	S-27-141	0.722	I-95	6.85	1967	0
2720027800600	5328	JASPER	US 278	32.45	I-95	8.16	1968	1995
2710009510200	6708	JASPER	I-95 NB	1.307	SAVANNAH OVERFLOW		1975	0
2710009530200	6709	JASPER	I-95 SB	1.329	SAVANNAH OVERFLOW		1975	0
2710009530900	4824	JASPER	I-95 SB	14.941	GREAT SWAMP		1966	0
2710009511000	4561	JASPER	I-95 NB	20.751	SC 336	8.44	1965	0
2710009511100	6514	JASPER	I-95 NB	29.059	COOSAWHATCHIE RIVER		1974	0
2770003400101	6710	JASPER	S-27-34	12.986	I-95	3.1	1975	0
2720001700900	5961	JASPER	US 17	40.82	I-95	33.08	1971	0
2710009510800	5324	JASPER	I-95 NB	12.977	BAGSHAW SWAMP		1968	0
2770021000100	4829	JASPER	S-27-210	0.307	OVER I-95	16.69	1966	0
2710009530500	5325	JASPER	I-95 SB	5.773	S.C. 46	1.09	1968	0
2710009531200	6517	JASPER	I-95 SB	30.542	TULLIFINNY RIVER		1974	0
2770007700100	4569	JASPER	S-27-77	0.687	I-95	21.29	1965	0
2770017200100	6522	JASPER	S-27-172	0.317	I-95	29.83	1974	0
2710009530300	6892	JASPER	I-95 SB	2.103	SAND ISLAND SWAMP		1976	0
2710009510400	6891	JASPER	I-95 NB	2.552	S.C.L. RAILROAD		1976	0
2770002900200	4564	JASPER	S-27-29	3.167	I-95	20.14	1965	0
2710009530100	10089	JASPER	I-95 SBL	0.275	SAVANNAH RIVER		1976	0

2710009510500	5322	JASPER	I-95 NB	5.791	S.C. 46	1.09	1968	0
2710009531100	6516	JASPER	I-95 SB	29.043	COOSAWHATCHIE RIVER		1974	0

Information from Mainten

Design	Skew (°)	Location	Parallel Structure	Length (FT)	Width (FT)
H 20	40	@ HARDEEVILLE	NO PARALLEL STRUCTURE EXISTS.	320	60
H 20	50	1MI N OF RIDGELAND	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	327	33
HS 20	0	2MI N OF GA/SC LN	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	600	43
HS 20	10	8.0MI N OF RIDGELAND	NO PARALLEL STRUCTURE EXISTS.	258	47
HS 20	45	2.5MI N OF GA/SC LN	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	330	42.3
HS 20	0	5MI N OF HARDEEVILLE	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	90	39.5
HS 20	9	2.5MI SW RIDGELAND	NO PARALLEL STRUCTURE EXISTS.	345	34.4
HS 20+MOD	0	GA/SC STATE LINE	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	2855	44
HS 20	0	5MI N OF HARDEEVILLE	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	90	39.5
HS 20	0	6.5MI N OF HARDEEVILLE	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	120	39.5
HS 20	0	5MI S OF RIDGELAND	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	180	39.5
HS 20	0	@ RIDGELAND	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	150	39.5
HS 20	0	1MI N OF COOSAWHATCHIE	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	180	42.8
HS 15	45	1.2MI NW HARDEEVILLE	NO PARALLEL STRUCTURE EXISTS.	310	30
HS 15	10	2.4MI NE HARDEEVILLE	NO PARALLEL STRUCTURE EXISTS.	230	88
HS 20	45	SC/GA LN	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	520	42.5
HS 20	45	SC/GA LN	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	520	42.5
HS 20	0	5MI S OF RIDGELAND	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	180	39.5
HS 20	0	@ RIDGELAND	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	150	39.5
HS 20	0	@ COOSAWHATCHIE	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	300	42.8
HS 15	0	2.5MI SW HARDEEVILLE	NO PARALLEL STRUCTURE EXISTS.	304	37.3
HS 20	30	1 MI W POCOTALIGO	NO PARALLEL STRUCTURE EXISTS.	372	69
HS 20	0	6.5MI N OF HARDEEVILLE	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	120	39.5
HS 15	25	4MI SW RIDGELAND	NO PARALLEL STRUCTURE EXISTS.	236	30
HS 20	0	@ HARDEEVILLE	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	146	39.7
HS 20	0	1MI N OF COOSAWHATCHIE	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	180	42.8
HS 15	20	0.8 MI NE RIDGELAND	NO PARALLEL STRUCTURE EXISTS.	236	37.3
HS 15	0	8.8 NE RIDGELAND	NO PARALLEL STRUCTURE EXISTS.	351	43.5
HS 20	0	2MI N OF GA/SC LN	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	600	43
HS 20	45	2.5MI N OF GA/SC LN	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	330	42.3
HS 20	30	0.8 MI SE RIDGELAND	NO PARALLEL STRUCTURE EXISTS.	262	37.4
HS 20+MOD	0	GA/SC STATE LINE	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	2855	44

HS 20	0	@ HARDEEVILLE	THE RIGHT STRUCTURE OF PARALLEL BRIDGES.	146	39.5
HS 20	0	@ COOSAWHATCHIE	THE LEFT STRUCTURE OF PARALLEL BRIDGES.	300	42.8

ance

Deck Condition	Super Condition	Sub Condition	Culvert Condition	Min Vert Clear Reference	Vert Clear Right (FT)
6	7	7	N	HIGHWAY BENEATH STRUCTURE	17
6	7	7	N	HIGHWAY BENEATH STRUCTURE	17
6	6	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
5	7	7	N	HIGHWAY BENEATH STRUCTURE	17
5	5	7	N	RAILROAD BENEATH STRUCTURE	23
5	6	7	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
5	6	6	N	HIGHWAY BENEATH STRUCTURE	16
7	6	5	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	7	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	4	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	7	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	6	N	HIGHWAY BENEATH STRUCTURE	15
6	6	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	6	N	HIGHWAY BENEATH STRUCTURE	17
6	7	6	N	HIGHWAY BENEATH STRUCTURE	16
6	6	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	7	6	N	HIGHWAY BENEATH STRUCTURE	15
6	6	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	6	N	HIGHWAY BENEATH STRUCTURE	20
6	6	6	N	HIGHWAY BENEATH STRUCTURE	17
5	6	5	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	6	N	HIGHWAY BENEATH STRUCTURE	16
6	4	7	N	HIGHWAY BENEATH STRUCTURE	15
5	5	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
6	6	5	N	HIGHWAY BENEATH STRUCTURE	16
6	7	6	N	HIGHWAY BENEATH STRUCTURE	19
6	5	6	N	FEATURE NOT A HIGHWAY OR RAILROAD	0
5	5	7	N	RAILROAD BENEATH STRUCTURE	23
6	6	6	N	HIGHWAY BENEATH STRUCTURE	16
7	6	5	N	FEATURE NOT A HIGHWAY OR RAILROAD	0

6	5	7	N	HIGHWAY BENEATH STRUCTURE	15
6	6	7	N	FEATURE NOT A HIGHWAY OR RAILROAD	0

Vert Clear Right (IN)	Vert Clear Left (FT)	Vert Clear Left (IN)	**Bridge Replacement**	**Deck Replacement**	**Bridge Jacking**	**Widening**
3	17	1	**No**	**No**	**Yes**	**Yes**
4	17	1	**No**	**No**	**Yes**	**Yes**
0	0	0	**No**	**No**	**Yes**	**Yes**
8	18	8	**No**	**Yes**	**Yes**	**Yes**
8	23	8	**No**	**Yes**	**No**	**No**
0	0	0	**No**	**Yes**	**Yes**	**Yes**
9	16	9	**No**	**Yes**	**Yes**	**Yes**
0	0	0	**No**	**No**	**No**	**No**
0	0	0	**No**	**No**	**No**	**Yes**
0	0	0	**Yes**	**No**	**No**	**No**
0	0	0	**No**	**No**	**No**	**Yes**
4	15	5	**No**	**No**	**Yes**	**Yes**
0	0	0	**No**	**No**	**Yes**	**Yes**
3	16	10	**No**	**No**	**Yes**	**Yes**
9	16	9	**No**	**No**	**Yes**	**Yes**
0	0	0	**No**	**No**	**No**	**Yes**
0	0	0	**No**	**No**	**No**	**Yes**
0	0	0	**No**	**No**	**No**	**Yes**
4	15	5	**No**	**No**	**Yes**	**Yes**
0	0	0	**No**	**No**	**No**	**Yes**
0	18	2	**No**	**No**	**No**	**Yes**
4	20	7	**No**	**No**	**Yes**	**Yes**
0	0	0	**No**	**Yes**	**No**	**No**
9	16	7	**No**	**No**	**Yes**	**Yes**
3	15	3	**Yes**	**No**	**Yes**	**No**
0	0	0	**No**	**Yes**	**Yes**	**No**
0	17	0	**No**	**No**	**Yes**	**Yes**
0	18	0	**No**	**No**	**No**	**Yes**
0	0	0	**No**	**No**	**Yes**	**No**
8	23	8	**No**	**Yes**	**No**	**No**
2	17	4	**No**	**No**	**Yes**	**Yes**
0	0	0	**No**	**No**	**No**	**No**

3	15	3	**No**	**No**	**Yes**	**No**
0	0	0	**No**	**No**	**No**	**Yes**

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Number of Total Lanes	% Truck	Truck Year	Factored AADT Year	Site Specific
JASPER I- 95	27010009500N	0	5.11	5.11	55300	4	16	2013	2017	Yes
JASPER I- 95	27010009500N	5.11	8.16	3.05	58300	4	19.5	2017	2017	No
JASPER I- 95	27010009500N	8.16	18.23	10.07	51500	4	19.5	2017	2017	No
JASPER I- 95	27010009500N	18.23	20.74	2.51	49500	4	8.6	2017	2017	No
JASPER I- 95	27010009500N	20.74	22.81	2.07	48600	4	8.6	2017	2017	No
JASPER I- 95	27010009500N	22.81	28.32	5.51	49300	4	19.5	2017	2017	No
JASPER I- 95	27010009500N	28.32	32.7	4.38	51800	4	19.5	2017	2017	No
JASPER I- 95	27010009500N	32.7	33.9	1.2	44300	4	19.5	2017	2017	No
COLLETON I- 95	15010009500N	40.51	42.33	1.82	43000	4	19.5	2017	2017	No
COLLETON I- 95	15010009500N	42.33	53.51	11.18	42000	4	19.5	2017	2017	No
COLLETON I- 95	15010009500N	53.51	57.36	3.85	40600	4	16	2013	2017	Yes
COLLETON I- 95	15010009500N	57.36	62.52	5.16	41500	4	19.5	2017	2017	No
COLLETON I- 95	15010009500N	62.52	68.38	5.86	41600	4	19.5	2017	2017	No
COLLETON I- 95	15010009500N	68.38	68.81	0.43	42100	4	21.29	2013	2017	Yes
DORCHESTER I- 95	18010009500N	68.81	76.53	7.72	42100	4	21.29	2013	2017	Yes
DORCHESTER I- 95	18010009500N	76.53	82.23	5.7	43000	4	19.5	2017	2017	No
DORCHESTER I- 95	18010009500N	82.23	84.85	2.62	43400	4	19.5	2017	2017	No

Ranking, from Planning: Info from IIMS from 2007. It is being updated.

Recommendation to Replace the interchange, from Traffic and Planning: Based on feedback over time from other areas outside of HQ Traffic

Interchange	Exit	Ranking, from Planning	Suggestion from Planning	History and comments from Traffic
FUTURE	3	NA		New interchange in NEPA for development in area
US17	5	106	Y	Included in study area for Exit 3 IJR
US278	8	73	N	No past history
S13	18	103	N	No past history
SC336	21	193	N	No past history
US17	22	163	Y	There are drainage issues in this area that force the interchange ramps to close during heavy rains.
SC462	28	190	N	No past history
US17	33	115	Y	There are significant access management issues with this interchange that would need to be addressed.

Logical Termini is denoted by color and described below. Three sections are proposed.

1 GA Line to US278
2 US278 to S13
3 S13 to US17

Sponsor Information Submittal for Feasibility Report Request

Date: 4/17/19

Project Type	Interstate Reconstruction

Roadway Number		Roadway Name
I	95	
US	17	
US	278	
S-	13	

County
Jasper

Preliminary Purpose & Need

The purpose of this project is to improve capacity on I-95 from MM 0 to 18 due to an increase in traffic demand, volume of freight, and crash history. Interchanges may also be upgraded based on safety concerns and operational deficiencies.

Corridor Information

☑	Nearby Projects	Bridge replacements on SB ML I-95 at SC46 and Bagshaw Swp.
☑	Corridor	Rehabilitation projects in part of Jasper County will be let before this project. Tree clearing in median is underway.
☐	Adjacent Projects	
☑	Other	Potential addition of an Exit 3. Study in process to add connectivity for local businesses and associated trip generated by the business.

Traffic Demand Information

Existing Year:

The year varies. Look at ITMS data on the fo

	Roadway Number			Roadway Number		
Volume (ADT)	I	95	58300	US	17	13300
% Truck Volume	I	95	19.5	US	17	27
Turning Movement Counts Attached	I	95	☐	US	17	☐
Free Flow Speed, MPH	I	95		US	17	
Travel Time, Sec	I	95		US	17	
Peak Period Delay, Sec						
AM	I	95		US	17	
PM	I	95		US	17	
Existing LOS	I	95		US	17	

See worksheet with Maps for LOS and Projec

	Roadway Number			Roadway Number		
Volume (ADT)	US	278	29700	S-	13	600
% Truck Volume	US	278	14	S-	13	6.5
Turning Movement Counts Attached	US	278	☐	S-	13	☐
Free Flow Speed, MPH	US	278		S-	13	
Travel Time, Sec	US	278		S-	13	
Peak Period Delay, Sec						
AM	US	278		S-	13	
PM	US	278		S-	13	
Existing LOS	US	278		S-	13	

	Roadway Number			Roadway Number		
Volume (ADT)						
% Truck Volume						
Turning Movement Counts Attached			☐			☐
Free Flow Speed, MPH						
Travel Time, Sec						
Peak Period Delay, Sec						
AM						
PM						
Existing LOS						

Future Year: 2045

See worksheet with Maps for LOS and Projec

	Roadway Number			Roadway Number		
Future Volume (ADT)	I	95		S-	13	
Future LOS	I	95		S-	13	
	Roadway Number			Roadway Number		
Future Volume (ADT)	US	17				
Future LOS	US	17				

	Roadway Number			Roadway Number		
Future Volume (ADT)	US	278				
Future LOS	US	278				

Project Goals	
Add lanes to the inside median.	
Acquire proper clearance under bridge crossings	
Interchanges be reviewed for issues	

Project History

Legislators are pushing for widening. Ranked high due to freight, crashes, and being a bottleneck.

Background

Major freight corridor. Major connector between Florida and New England.

Commitments

GIS Data

Begin LRS	Roadway Number		End LRS	Begin MM	Roadway Number		End MM
27010009	I	95	27010009500N	0	I	95	19
27020001	US	17	27020001700N	13.7	US	17	12.3
27020027	US	278	27020027800E	32.4	US	278	37.4
27070001	S-	13	27070001300N	0	S-	13	1.1

Enhancements		Non-Standard Request Details
☐	Lighting	
☐	Mast Arms	
☐	Ped Poles	
☐	Coatings	
☐	Fencing	
☐	Ped Facilities	
☐	Shoulder Width	
☐	Sidewalk Façade	
☐	Design Exception	
☐	Other	

Required Input
Header
Propagated Data
Sub Header
Filler

llowing worksheets.

cted Volumes

cted Volumes

I-95 Bridges Assessments

Bridges on or crossing I-95 from mile point 0 to mile point 18

2770001300100 – Asset ID # 4826 (Widen)

Deck [5] – Moderate cracking / scaling throughout top of deck
Sup [6] – Light to Mod. Rusting and peeling throughout
Sub [6] – Fine cracking in caps
Clean and paint all beams (1725 ft)

2710009530300 – Asset ID # 6892 (Replace)

Deck [6] – Moderate to heavy transverse cracking throughout top of deck
Sup [5] – Bt.1, 2, 3, and 4 all have saddles in place (20 total)
Sub [6] – Large cap spall under Beam 5 at Bt.11

2710009510400 – Asset ID # 6891 (Replace)

Deck [5] – Map and Transverse cracking throughout top of deck and Transverse cracking with efflo. Throughout the underside of the deck
Sup [5] – Heavy rusting with approx. 30% section loss on beam end @ Bt.2
Sub [7] –
Clean and paint all steel beams and bearings (36 bearings and 1980 ft of beams)

2710009530400 – Asset ID # 6893(Replace)

Deck [5] – Heavy transverse and diagonal cracking throughout top of deck and minor transverse cracking under deck with no efflo. Joints are starting to fall out with moisture getting through the joints.
Sup [5] – Heavy rusting on Bt.2 and Bt.5 beam ends with 30% section loss. Heavy rusting at Bt.2 and Bt.5 bearings with 20% section loss
Sub [7] –
Clean and paint all Steel beams and bearings (36 bearings and 1980 ft of beams)
Replace all joints (129 ft)

2710009510500 – Asset ID # 5322 (Widen)

Deck [6] – Map, long, and Transverse cracking throughout top of deck
Sup [5] – Mod. Collision damage throughout span 2 beams that has been patched
Sub [7] –
Replace all collision damaged beams

2710009530500 – Asset ID # 5325 (Widen)

Deck [6] – Fine Map, lon, and Transverse cracking throughout top of deck
Sup [4] – Heavy Collision damage throughout span 2 that has been patched
Sub [7] –
Replace all collision damaged beams

2710009530700 – Asset ID # 5326 (Replace)

Deck [5] – Minor map and transverse cracking throughout top of deck. Bt.2 has a 1 $^{11}/_{16}$" dip. (Noted since 2015) Bt.3 has a 1" dip. (Noted since 2015)
Sup [6] – Fine tension cracking in beams throughout
Sub [7] –
Repair 1 $^{11}/_{16}$" dip at Bt.2 and 1" dip at Bt.3

2710009510800 – Asset ID # 5324 (Replace)

Deck [5] – Light to Mod. map, long, and transverse cracking throughout top of deck; 1' x 1' x ¼" spall with no exposed rebar on span 1. Bt.3 has a 1" drop (Noted since 2003)
Sup [6] – Heavy Collision damage throughout span 2 that has been patched
Sub [5] – 1" drop in Bt.3 (Noted since 2003) Bt.3 pile 3 has light cracking at the top of the pile. Fine cracking in Bt.5 cap
Repair dip in Bt.3
Replace all collision damaged beams

2710009510700 – Asset ID # 5323 (Replace)

Deck [6] – Light transverse cracking throughout top of deck; small spall on top of deck at Bt.2 joint. Bt.2 has a 1" dip on the left side and a 2" dip on the right side (Noted since 2003).
Sup [6] – Fine tension cracking throughout
Sub [5] – Bt.2 has a 1" dip on the left side and a 2" dip on the right side (Noted since 2003)
Repair dip in Bt.2

2710009530800 – Asset ID # 5327 (Replace)

Deck [6] – Light transverse and map cracking throughout top of deck. 2" settlement in the emergency lane at Bt.5 right side approach

Sup [6] – Shims in place under all beams on Bt. 3 and Bt.4, Fine tension cracks throughout all beams

Sub [4] – Horizontal cracking on top of piles at Bt.3 and 4. Bt.4 has a 1' x1' x ½" spall with no exposed rebar. Mod. spalls and cracks in all piles and caps. Steel H piles driven at Bt.3 and Bt.4 to make temporary sub structure.

Repair / Replace all deficient piles

Repair 2" settlement in Bt.5 approach

2710009510200 – Asset ID # 6708 (Widen)

Deck [6] – Map cracking throughout top of deck;

Sup [6] – Bt.2 span 2 above pile 3 has a 1' x 1' delamination

Sub [6] – vertical cracking throughout all caps

2710009530200 – Asset ID # 6709 (Widen)

Deck [6] – Map cracking throughout top of deck;

Sup [6] – fine tension cracking through all beams

Sub [6] – minor cracking with effo. throughout all caps

2710009510300 – Asset ID # 6890 (Widen)

Deck [6] – Fine to Mod. transverse cracking throughout top of deck; transverse cracking with efflo. throughout underside of the deck

Sup [6] – Fine tension cracking throughout all beams, Span 2 beam 4 has a 1' x 1' x ½" spall with exposed rebar.

Sub [6] – Bt.16 pile 3 has a 1' x 1' delamination. rebar exposed due to lack of cover throughout all caps

Clean and paint all exposed rebar

2710009510900 – Asset ID # 4823 (Widen)

Deck [6] – Transverse, long, and map cracking throughout top of deck;
Sup [6] – Fine tension cracking throughout all beams, Span 2 beams all have small spalls above Bt.3 cap. Two spalls on the underside of beam 6 @ span 6 (5" x 4" x ½") and (1" x 2" x ¼") both with exposed rebar
Sub [7] –
Clean and paint all exposed rebar

2710009530900 – Asset ID # 4824 (Widen)

Deck [6] – Light to mod. transverse and map cracking throughout top of deck; Large delamination under the left parapet at Bt.3 with exposed rebar.
Sup [6] – Fine tension cracking throughout all beams. Small spall under span 1 beam 4 at Bt.2 with exposed rebar.
Sub [6] – Caps have small spalling with exposed rebar throughout.
Clean and paint all exposed rebar

2720001700400 – Asset ID # 5101 (Widen)

Deck [6] – Light transverse and map cracking throughout underside of deck with no exposed Rebar. Asphalt pop outs at all joints. Clearance signs are incorrect.
Sup [7] –
Sub [7] –
Repair asphalt pop outs at all joints
Change clearance over southbound lanes to 17'-03" or remove sign

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2720027800600 – Asset ID # 5328 (Widen)

Deck [6] – Light map, long, and transverse cracking throughout top of deck. Transverse cracking throughout the underside of the deck. Clearance signs are incorrect.
Sup [7] –
Sub [6] – 1' vertical crack at Bt. 4 cap.
Change both clearance signs over northbound and southbound lanes to 16'-09"

2770003400101 – Asset ID # 6710 (Widen)

Deck [6] – Mod map and transverse cracking throughout top of deck. Transverse cracking throughout the underside of the deck with efflo. Minor collision damage under parapet at span 2. 2' x 6' x 2" spall on northbound side of span 2 with no exposed rebar. Settlement on both approaches

Sup [6] – Mod. rusting on all beam ends and bearings

Sub [6] – Bt.4 between columns 2 and 3 has a 3" x 3" x 1" spall with exposed rebar

Clean and paint all exposed rebar.

Repair settlement on both approaches

Clean and paint all bearing (40 bearings)

Clean and paint all beams (1520 ft of beams)

2770014100400 – Asset ID # 5102 (Widen)

Deck [6] – 1' x 1' x 1" spall in top of deck with no exposed rebar at the center of span 4. Light map, long, and transverse cracking throughout top of deck. Heavy damage due to truck collision and fire under span 3 that has been repaired.

Sup [6] – Large truck collision and fire at Bt.4 causing fire damage to all beams at spans 3 and 4. Paint on beams are all peeling with mod. rusting throughout. Paint on spans 3 and 4 are damaged due to truck collision and fire.

Sub [6] – 1' vertical crack in columns throughout. Columns re-poured at Bt.4 due to truck collision and fire on July 29, 2006. Minor cracking with efflo. In caps throughout.

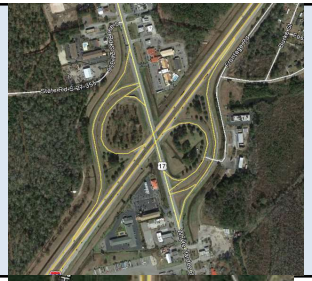
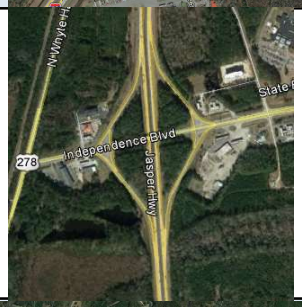
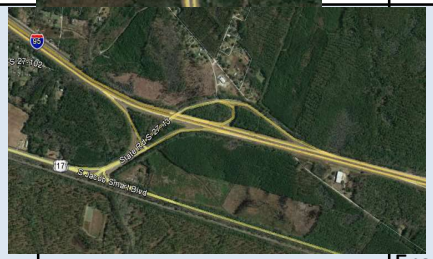
Cleans and paint all steel beams (1550 ft of beams)

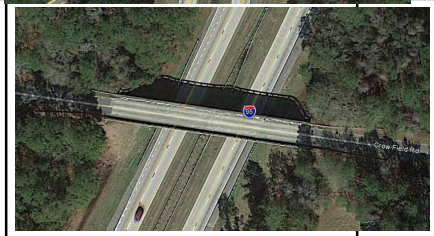
2770021000100 – Asset ID # 4829 (Widen)

Deck [6] –Light map cracking and scaling throughout top of deck.

Sup [6] – Span 2 beams 2, 3, and 4 show collision damage. Span 2 beam 4 has exposed tendons that have been patched as of January 2019. All beams on span 3 have minor collision damage.

Sub [6] – Bt.2 pile 1 has fine cracking and spalling due to collision. Bt.2 column 3 has a small spall with no exposed rebar. Bt.3 cap at span 3 has a spall at the bearing area of beams 1, 3, and 4 that has been patched as of January 2019.

Route	Interchange/Crossing	MilePoint	Pic of Site	Notes
JASPER - I95	US 17	5		1-Frontage Roads attached to Ramps. 2-Close proximity to SC46 crossing. 3-Included in study for Exit 3 IJR
JASPER - I95	US 278	8		
JASPER - I95	S-13	18		Frontage Roads attached to Ramps.
JASPER - I95	Purrysburg Road, S34	3		

JASPER - I95	John Smith Road, S141	7		
JASPER - I95	Crow Field Road	17		

Interchanges

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER US 17	27020001700N	9.22	13.05	3.83	13300	2018	27	2014	Yes
JASPER US 17	27020001700N	13.05	13.74	0.69	12400	2018	24	2014	Yes
JASPER US 17	27020001700N	13.74	14.05	0.31	7700	2018	9.5	2018	No

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER US 278	27020027800E	32.16	32.45	0.29	6200	2018	8.9	2018	No
JASPER US 278	27020027800E	32.45	37.43	4.98	29700	2018	14	2014	Yes

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER S- 13	27070001300N	0	1.86	1.86	600	2018	6.5	2018	No
JASPER S- 13	27070001300N	1.86	3.22	1.36	1150	2018	6.5	2018	No
JASPER S- 13	27070001300N	3.22	3.46	0.24	1300	2018	6.5	2018	No
JASPER S- 13	27070001300N	3.51	4.13	0.62	2800	2018	6.5	2018	No
JASPER S- 13	27070001300N	4.13	6.68	2.55	2600	2018	6.5	2018	No
JASPER S- 13	27070001300N	6.68	9.03	2.35	475	2018	4.45	2013	Yes
JASPER S- 13 SPR	27070001305N	0	0.19	0.19	125	2018	4.8	2017	No

Other Routes Adjacent to the Interchanges

Route	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER L- 355	0	0.21	0.21	150	2018	4.8	2017	No
JASPER L- 355	0.21	0.36	0.15	125	2018	4.8	2017	No

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER US 17	27020001700N	14.53	16.02	1.49	5500	2018	9.5	2018	No
JASPER US 17	27020001700N	16.02	24.65	8.63	3300	2018	9.5	2018	No

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER S- 88	27070008800E	0	0.67	0.67	300	2018	4.8	2017	No
JASPER S- 88 SPR	27070008805E	0	0.05	0.05	125	2018	4.8	2017	No

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER S- 422	27070042200E	0	1.11	1.11	125	2018	4.8	2017	No

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER US 17	27020001700N	24.65	26.41	1.76	3300	2018	9.5	2018	No
JASPER US 17	27020001700N	26.41	27.73	1.32	4600	2018	6.5	2018	No

Overpasses

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER S- 34	27070003400E	12.74	14.3	1.56	125	2018	4.8	2017	No

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER S- 141	27070014100N	0	0.13	0.13	5700	2018	9.5	2018	No
JASPER S- 141	27070014100N	0.13	2.18	2.05	5600	2018	9.5	2018	No

Route	LRS	Begin MilePoint	End MilePoint	Length	AADT (Factored)	Factored AADT Year	% Truck	Truck Year	Site Specific
JASPER S- 210	27070021000E	0	0.52	0.52	125	2018	4.8	2017	No

From the RPG

STRUCTURE #	BRIDGE DESCRIPTION	MP	ADT	YEAR BUILT	VERTICAL CLEARANCE	WIDTH (Curb to Curb)	LENGTH	Functionally Obsolete?	Structurally Deficient?	Sufficiency Rating	Notes
2710009510100	GA/SC Line	0.275	27650	1976	NA	40.5	2855	YES	NO	58.4	
2710009530100	GA/SC Line	0.275	27650	1976	NA	40.5	2855	YES	NO	48.4	
2710009510200	Savannah Overflow	1.307	27650	1975	NA	39.5	520	YES	NO	74.3	
2710009530200	Savannah Overflow	1.329	27650	1975	NA	39.5	520	YES	NO	74.3	
2710009510300	Sand Island Swamp	2.089	27650	1976	NA	40	600	YES	NO	74.3	
2710009530300	Sand Island Swamp	2.103	27650	1976	NA	40	600	YES	NO	62.8	
2710009510400	S.C.L. Railroad	2.552	27650	1976	NA	39.5	330	YES	NO	60.7	
2710009530400	S.C.L. Railroad	2.587	27650	1976	NA	39.5	330	YES	NO	60.7	
2710009530500	SC 46	5.773	29150	1968	NA	39.5	330	YES	YES	44.9	SB bridge under contract to replace.
2710009510500	SC 46	5.791	29150	1968	NA	37.2	146	YES	NO	59.5	
2710009530700	Bahama Swamp	11.245	25750	1968	NA	37.2	90	YES	NO	73.5	
2710009510700	Bahama Swamp	11.267	25750	1968	NA	37.2	90	YES	NO	73.5	
2710009530800	Bagshaw Swamp	12.956	25750	1968	NA	37.2	120	YES	YES	47.8	SB bridge under contract to replace.
2710009510800	Bagshaw Swamp	12.977	25750	1968	NA	37.2	120	YES	NO	61.9	
2710009530900	Great Swamp	14.941	25750	1966	NA	37.2	180	YES	NO	73.5	
2710009510900	Great Swamp	14.966	25750	1966	NA	37.2	180	YES	NO	74.5	