



Florence Area Transportation Study

**FLATS**

Metropolitan Planning Organization

# TRANSPORTATION IMPROVEMENT PROGRAM

**FY2024 - FY2033**

Developed by the: Florence Area Transportation Study  
Metropolitan Planning Organization

*adopted on: 01/22/2024*

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**FLATS 2010 Study Area Map**

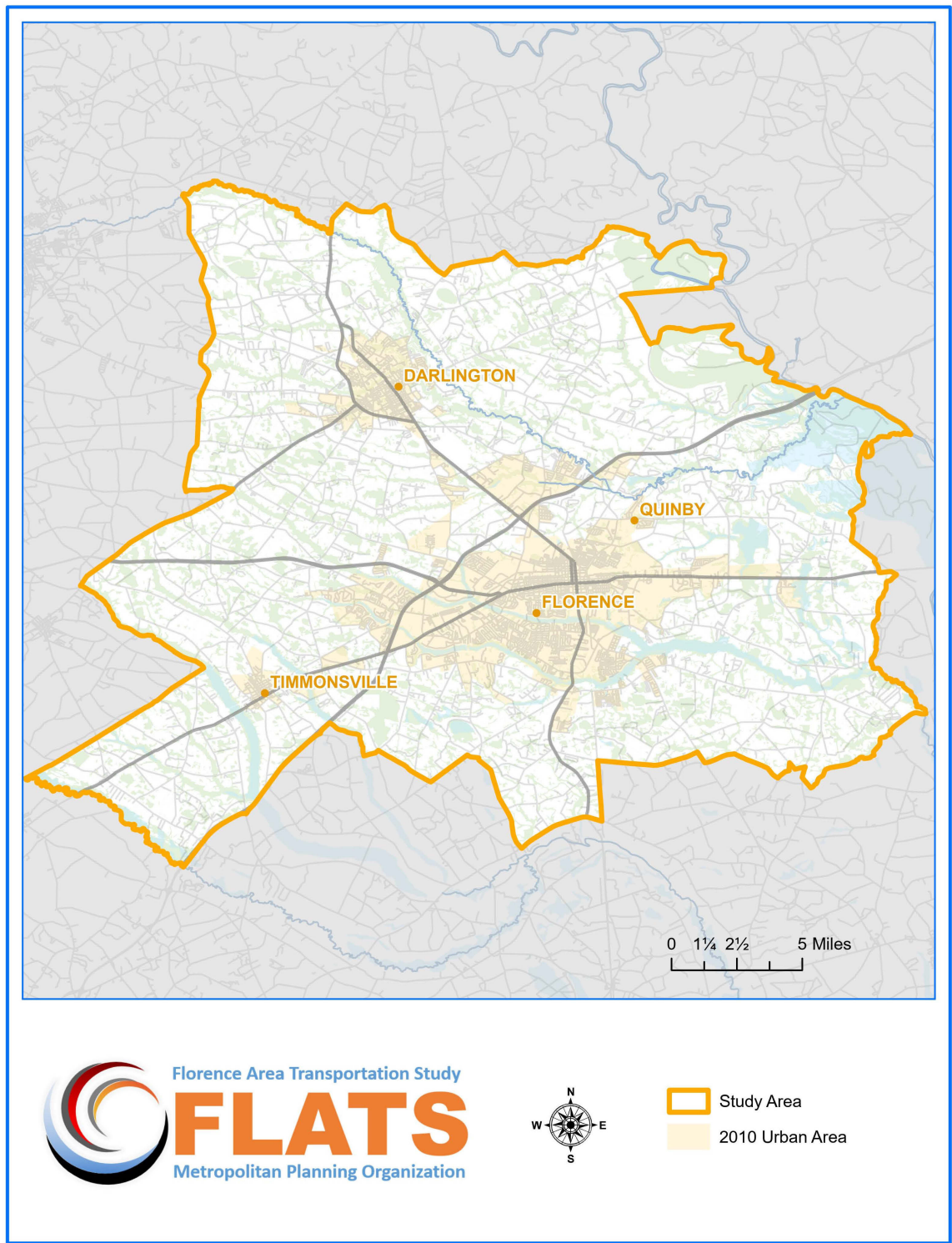


Figure 1 FLATS 2020 Study Area Map

## **About FLATS**

The Florence Area Transportation Study (FLATS) is the Metropolitan Planning Organization (MPO) for the Florence urbanized area. The FLATS urbanized area consists of the City of Florence, Town of Quinby, City of Darlington, Town of Timmonsville and portions of Florence and Darlington counties.

The Federal Highway Administration (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 within the FLATS Study Area Boundary.

## **Primary Responsibilities of FLATS**

In addition to various administrative tasks and duties, there are three primary responsibilities of an MPO:

- 1. Long Range Transportation Plan (LRTP)***

Develop and maintain a Long Range Transportation Plan (LRTP), which is, at a minimum, a 25-year transportation vision for the planning area; and

- 2. Transportation Improvement Plan (TIP)***

Develop and maintain a financially constrained Transportation Improvement Program (TIP), which is the agreed upon list of specific projects for which federal funds are anticipated; and

- 3. Unified Planning Work Program (UPWP)***

Develop and maintain a Unified Planning Work Program (UPWP), which identifies the annual transportation planning activities that are to be undertaken in support of goals, objectives and actions established in the LRTP.

The above referenced documents are periodically corrected or amended. Opportunities for public input are advertised and public comments are actively solicited for each. This particular document is the narrative portion of the Transportation Improvement Plan or TIP.

## The Transportation Improvement Plan (TIP)

The TIP is a two-part document that outlines projects to be funded over a ten fiscal-year (or FY) span using a descriptive narrative document (this document) and financial statement. The current TIP is for FY2024 through FY2033. When projects are added to the TIP, they are prioritized based on area-wide needs and in accordance with SC Act 114. Project priorities result from the placement of the project in the LRTP, funding availability, and the scheduling requirements of the state and federal governments. Highway projects are included in the TIP to reflect activities ranging from Planning (PL), Preliminary Engineering (PE), Right of Way acquisition (ROW), and Construction (C).

## Structure of FLATS

FLATS implements Federal and State regulations through plans and programs that consider all modes of transportation, and which are "continuing, cooperative, and comprehensive to the degree appropriate" [SEC.1203 (a) (4)]. In addition, the FAST Act establishes a performance-based program that provides a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through this performance based planning and programming.

Further, MPO's are responsible for meeting the requirements of the Joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Planning Rule (23 CFR part 450). The legislation requires that the metropolitan planning process must "include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans" and Transportation Improvement Programs (TIP) [23 CFR part 450.316(b)(1)].

To facilitate and encourage maximum interaction among these groups and the local community, FLATS has established a committee structure. The Policy Committee, the decision-making body which establishes policies for the overall conduct of FLATS, is responsible for the adoption of plans and programs, and approves recommendations from subject matter experts. The Policy Committee is supported by the Study Team, which is a committee that reviews and makes recommendation on programs and plans prior to them being heard by the Policy Committee.

## **Policy Committee**

The FLATS transportation planning process is guided by this committee. The Policy Committee is the official decision making body that establishes policies for the overall conduct of the FLATS MPO, granting final approval to all plans, projects and funding. 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 within the FLATS study area. This committee also has non-voting members which serve as an advisory board for the voting members of the Policy Committee if necessary.

## **Study Team**

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 monitor technical activities including the development of the Unified Planning Work Program (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, and representatives from the SCDOT and FHWA.

## **FLATS Products**

### **Transportation Improvement Program (TIP) Financial Plan**

The TIP Financial Plan is developed by FLATS staff, cooperatively with the SCDOT, and outlines transportation projects, within the FLATS study area, that federal funding has been allocated towards. Projects cannot be placed in the TIP unless they are first included in the Long Range Transportation Plan (LRTP). The projects are listed in sections according to which Federal Program is funding them. The Financial Plan Sections Include:

- Regional Mobility Projects (RMP): Annual Federal and State allocations to a MPO, through the SCDOT (amount depending on MPO population as directed by the U.S. Census);
- Transportation Alternatives Program (TAP): Statewide Competitive Federal Grant Program for Bicycle/Pedestrian projects;
- Federal Transit Administration: Required to be in the FLATS TIP before public transportation representative within the FLATS study area can utilize their allocated funding;
- Federally Funded Transportation Projects beside RMP: Do not utilize FLATS funds. Includes projects provided by the SCDOT (located within the FLATS study area) that are federally funded.

As each MPO is federally required to develop a TIP, each state is required to develop a Statewide Transportation Improvement Program (STIP). The STIP includes all federally funded transportation projects throughout the state. Projects included in FLATS MPO TIP, are included in the STIP once approved by the Policy Committee and reviewed by SCDOT and FHWA.

### **Long Range Transportation Plan (LRTP)**

The current LRTP is the 2045 LRTP. The LRTP describes the policies, strategies, and facilities proposed for highway improvements within the MPO study area. The plan includes environmental, social and intermodal considerations. The LRTP must provide a financially constrained 20-year vision of future transportation improvements. It is the process of developing a transportation model that shows the demand on the transportation network in the FLATS study area. In response to federal mandates and the desires of local residents, the LRTP addresses all modes of transportation including automobile, bicycle, pedestrian, transit, air and rail movements.

The types of projects within the LRTP include (but are not limited to): highway construction, congestion management, freight related transportation, public transportation, as well as bicycle and pedestrian projects. Projects are evaluated and ranked based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure. The projects identified in the LRTP are ranked and prioritized in accordance with ACT 114 as regulated by the SCDOT. South Carolina passed Act 114 in 2007 to create a balanced prioritization to establish project rankings. This Act added Sections 57-1-370 and 57-1-460 to the South Carolina Code of Laws. These sections provide details of the ranking process to be used by the SCDOT, MPOs, and Councils of Governments (COGs). Federal law requires the LRTP be updated every five years, so the projects could change every five years, depending on need.

### **Unified Planning Work Program (UPWP)**

The UPWP serves as the basis for all FHWA, FTA, SCDOT, and local funding assistance for transportation planning activities. This document is federally required as a basis and condition for State, local, and regional agencies to receive funding assistance for transportation planning. The UPWP is the element of the planning process that identifies the planning activities to be completed by FLATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for funding. The UPWP's responsibilities are managed by the (PL) Funding Program. This is an 80/20% local match program. 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 23 USC 134 and shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the nation's 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.

## **TIP Funding**

### **Regional Mobility Program (RMP)**

Funds for road improvements are allocated by SCDOT through the Regional Mobility Program (RMP). The SCDOT Commission sets aside a specific amount of FHWA and SCDOT funds each year and distributes the money among the state's MPOs and Councils of Governments (COGs). The RMP sets the annual budget for highway improvements within each MPO and COG and total project costs in any given year normally cannot exceed the RMP allocation (a fiscally constrained TIP).

There are various types of highway improvements these RMP allocations can be used for. These improvements may include (but are not limited to):

- Widening existing lanes, adding additional traffic lanes/ paved shoulders,
- Constructing new roads,
- Improving corridors, intersections or access to roadways,
- Implementing various types of safety improvements for motorists like updating traffic signal timing, replacing outdated traffic signals, improving signage/visibility, updating speed limits, etc.
- Constructing curb cuts, sidewalks, or bike lanes to better accommodate alternative modes of transportation.

It is important to note that minor maintenance activities such as paving/resurfacing or patching potholes on streets are not funded through FLATS, but instead handled directly by SCDOT Regional Offices or a local maintenance entity (depending on ownership of the roadway).

## Transportation Alternative Program

The Transportation Alternatives Program or TAP was established as a result of the Federal Surface Transportation Bill, Moving Ahead for the 21<sup>st</sup> Century (MAP-21). The Transportation Alternatives Program is a statewide competitive grant program.

The SCDOT Commission is the decision making body for the applications submitted to this program. The eligible project categories authorized for consideration by this program (and by the SCDOT Commission) are pedestrian facilities, bicycle facilities, and enhancement of public transit services (if applicable). Exclusive landscaping and scenic beautification projects are not allowed under this program. If the SCDOT Commission authorizes a project that is also located within the FLATS study area boundary, FLATS Staff will be notified by SCDOT to make an administrative change to include the project in the TAP section of the TIP.

## Federal Transit (FTA) Funding

The FLATS MPO is also responsible for reporting FTA-sponsored federal funds received by local transit providers. While these FTA-sponsored funds are received directly by the intended public transit providers, the amounts each transit provider receives is required to be published and reported within the TIP which is then compiled into the Statewide Transportation Improvement Program (STIP).

FTA funding can be used by local transit providers to fund a wide variety of expenditures such as capital, operations, as well as specific areas of maintenance. Additionally, the funds under The Urbanized Area Formula Funding program (49 U.S.C. 5307) can be utilized for Planning. Urban funding provides the Federal Transit Administration (FTA) a specific authorization level amount annually for transit programs.

### *FTA Formula Programs*

The FTA formula programs for transportation agencies within the FLATS urbanized area are:

1. FTA Section 5307 Small Urbanized Area Program Funding;
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 5311 Rural Transit Program.

### *Public Transit Agencies*

The FLATS program supports public transit agencies and provides any information or data necessary to assist in their continuing efforts to better serve their clients. Listed below, are the public transit agencies that operate within the FLATS urbanized area and receive FTA Urban Funds directly.

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

The dollar amounts received or planned to be received by any of these agencies (within the current TIP's outlook window) can be found in the financial statements section of the TIP. More specifically, in the 'Federal Transit Administration' Table.

### Other Sources of Federal Funding

There are several other sources of Federal funding that may be used to fund projects within the FLATS study area. Instances where the SCDOT obligates other federal program funding for transportation related projects within the FLATS study area initiates a transmittal from SCDOT to FLATS. The transmittal includes all relevant project information needed by FLATS staff to add the project into the TIP, which is required in order to maintain transparency between the two agencies and stay informed on projects occurring within the FLATS study area. Federal funding programs for these project types may include (but are not limited to):

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant Program (STBGP)
- Congestion Mitigation & Air Quality Program (CMAQ)
- National Highway Performance Program (NHPP)
- National Highway Freight Program (NHFP)
- Railway/Highway Crossing Program (RR)
- Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)
- Better Utilizing Investments to Leverage Development Discretionary Grant Program (BUILD)

### TIP Amendment Process

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. Once these actions are completed, the amended document is submitted to the SCDOT for further evaluation and approval to be incorporated into the STIP.

### Policy Amendments

Policy amendments are those that affect RMP funding and must be formally introduced into the TIP via approval from the Policy Committee. They include:

- Adding a new project to the TIP, regardless if the project has been in a previous TIP or not (with the exception of the project types included in the administrative modification/corrections section below);
- Removing a programmed project from the TIP;
- Omitting or changing a regionally significant feature of an existing project (for example, changing the project termini);
- Changing the dollar amount of a project's funding; or
- Changing a project description/scope or introducing any other change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination.

### Administrative Modifications/Corrections

Administrative modifications/corrections are those that do not involve RMP funding and include all changes other than the policy amendments listed above. These modifications usually involve but are not limited to:

- Shifting funds between years for an individual project or for projects within pools;
- Moving project staging between years without affecting the scope of the project;
- Increasing or Decreasing the timeframe or expected completion year of a project;
- Changing the federal/state/local funding source;
- Changing the designated responsible agency with the original sponsor's approval;
- Changing project funding;
- Changing the program allocation to the projects;
- Adding new projects from unallocated money in the SCDOT budget;
- Adding bridge replacement or rehabilitation projects, pavement resurfacing or preservation projects, intersection or corridor improvement projects, interstate safety improvements or preservation and construction projects that are funded through the SCDOT via the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP) or Interstate Program; or
- Adding rural/small urban, elderly and disabled, Jobs Access/Reverse Commute (JARC) and New Freedom transit projects.

### Processing of Revisions

Policy amendments are recommended by the FLATS Study Team for the FLATS Policy Committee's consideration and action. Formal public meetings are held for policy amendments to the TIP with a ten-day public comment period prior to the public meeting.

Administrative modification/corrections submitted to the FLATS staff by the SCDOT are corrected in the TIP and confirmed to the SCDOT by execution of a STIP/TIP Transmittal Form. Once completed, these changes are updated in all available copies of the FLATS TIP.

## **FAST Act Performance Narratives**

In March of 2016, the Highway Safety Improvement Program (HSIP) and the Safety Performance Management Measures Rule (Safety PM Rule) were finalized and published in the Federal Register. The rule requires MPOs to set targets for safety-related performance measures and report progress to the State DOT. The Fixing America's Surface Transportation (FAST) Act requires MPO's to include performance narratives in their TIP narrative. The purpose of these performance narratives is to outline how current and future projects move the MPO toward accomplishing the adopted performance measures.

### **Performance Measure 1-Safety (PM-1)**

Safety is the first performance measure to be evaluated. Unlike the other performance measures, the safety performance measure encompasses all of the roads within the MPO, not just roads on the national highway system (NHS). These targets can be developed by the MPO, or they can choose to adopt the state targets which are developed by SCDOT. Regardless of which targets the MPO chooses to adopt, the targets must be updated on an annual basis and reflected so within the Long Range Transportation Plan (LRTP).

FLATS has chosen to adopt the state targets for this performance measure. These adopted targets can be found in the FLATS 2045 LRTP. The FLATS 2045 Long Range Transportation Plan currently list the following strategies to Maintain and Improve Safety Performance:

- Identify the region's high-crash locations and crash factors involved at those locations.
- Prioritize safety as part of intersection improvements for all mode users.
- Implement bicycle and pedestrian projects that provide a greater degree of separation.
- Continue to coordinate with SCDOT as part of major arterial improvements.
- Prioritize the modernization of rural roads with limited to no shoulder and narrow lanes.

While all transportation projects have a certain element of safety within their design, certain projects are specifically aimed at improving transportation safety. These types of projects, will increase the MPO's overall performance for PM-1 (Safety).

#### ***FLATS PM-1 Project(s)***

FLATS currently has one project in the preliminary engineering phase that could help with improving safety targets within the study area. This is the Holly Circle Intersection improvement project. A total of 4.5 million dollars has been allocated to this project and construction is expected to start in fiscal year 2025.

As new projects of this type are included in the TIP through RMP & Non-RMP funding, this section will be updated to reflect their potential to have positive impacts on this performance target.

## Performance Measure 2-System Condition (PM-2)

The second performance measure to be evaluated is system condition. This performance measure consists of two factors: Pavement and Bridges. This performance measure only reflects roads and bridges within the MPO that are on the national highway system. The pavement aspect of this performance measure goes a step further and is broken down into two separate measures. These two separate measures are pavement condition on the interstate and pavement condition on non-interstate NHS roads. The targets for this performance measure can be set by the MPO, or the MPO can choose to adopt the targets set by the state. Regardless of which targets the MPO chooses to adopt, the targets must be reevaluated and readopted every four years and reflected so within the long range transportation plan. FLATS has chosen to adopt the state targets for this performance measure. These adopted targets can be found in the FLATS 2045 LRTP.

The FLATS 2045 Long Range Transportation Plan currently lists the following strategies to Maintain and Improve System Condition:

- Implement a data-driven prioritization and direct funding based on pavement need.
- Continue to coordinate with SCDOT to ensure bridge maintenance is completed on a regular and needed basis.

### *FLATS PM-2 Project(s)*

There is currently one project underway within the study area boundary that meets the criteria to be included within this performance measure. This is a SCDOT project located on an Interstate 95 bridge which spans the Great Pee Dee River Floodplain. Currently, SCDOT has allocated a total of \$950,000 towards planning for this project in fiscal year 2023 and 2024.

As new pavement and bridge projects are included in the TIP through RMP & Non-RMP funding, this section will be updated to reflect their potential to have positive impacts on this performance target.

## Performance Measure 3-Reliability (PM-3)

The third performance measure to be evaluated is reliability. This performance measure only reflects roads within the MPO that are on the National Highway System. The targets for this performance measure can be set by the MPO, or the MPO can choose to adopt the targets set by the state. Regardless of which targets the MPO chooses to adopt, the targets must be reevaluated and readopted every four years and reflected so within the Long Range Transportation Plan. FLATS has chosen to adopt the state targets for this performance measure. These adopted targets can be found in the FLATS 2045 LRTP.

The FLATS 2045 Long Range Transportation Plan currently list the following strategies to Maintain and Improve Reliability:

- Continue to monitor travel time reliability as the region continues to grow.
- Work with major regional employers to develop travel demand management strategies and alternative commute alternatives.

#### ***FLATS PM-3 Project(s)***

Although travel reliability within the FLATS study area is already outperforming the state targets, there is currently one project under way within the FLATS study area that is expected to work toward increasing reliability on the NHS. There is also one project that is currently in the planning phase (PL) that could have an impact on this target. This project is a possible intersection improvement at S. Irby St., Second Loop Rd., and Pamplico Hwy.

As new projects are included in the TIP through RMP & Non-RMP funding that have the ability to affect reliability within the study area, this section will be updated to reflect their positive impacts on this performance target.

## **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.

## **Contact Information**

For questions/comments regarding FLATS or this Transportation Improvement Plan please contact: **FLATS STAFF at (843)676-8600**  
or visit our website at: **[www.florenceco.org/planning/flats](http://www.florenceco.org/planning/flats)**

***This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation (USDOT). The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.***

## **List of FLATS Financial Tables (ordered as they appear)**

- 1) FLATS MPO - REGIONAL MOBILITY PROJECTS***
- 2) NON-REGIONAL MOBILITY PROJECTS – PAVEMENTS***
- 3) NON-REGIONAL MOBILITY PROJECTS – BRIDGES***
- 4) NON-REGIONAL MOBILITY PROJECTS – SAFETY***
- 5) NON-REGIONAL MOBILITY PROJECTS – INTERSTATE***
- 6) NON-REGIONAL MOBILITY PROJECTS – FEDERAL TRANSIT ADMINISTRATION***

## View List of all Tables

FLATS TRANSPORTATION IMPROVEMENT PROGRAM																			
FINANCIAL STATEMENT - FY2024 TO FY2033																			
FLATS MPO - REGIONAL MOBILITY PROJECTS																			
ALL DOLLAR AMOUNTS ROUNDED UP & REPORTED IN 1,000'S									TIP 10-YEAR WINDOW (By Fiscal Year*)									3/10/2025	
REGIONAL MOBILITY PROJECT NAME/DESCRIPTION	CITY/ COUNTY	SCDOT PIN NO.	L RTP PRIORITY	PROGRAM	PHASE OF WORK	PRIOR FUNDING	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2024 -2033 TOTALS	COMMENTS
S Irby Street(US 52) at Second Loop Road (SC-51) & Pamplico Highway (SC-51) Intersection Improvement	FLORENCE/ FLORENCE	P040232	#1	MPO	PL	\$ 50	\$ 45											\$ -	COLES CROSSROADS
					PE				\$ 1,613							\$ 1,613			
					ROW				\$ 2,700							\$ 2,700			
					CON					\$ 10,750						\$ 10,750			
David H. McLeod Boulevard (US I-20 Spur) from I-20 NB Ramp/W Radio Drive (S-1060) to Woody Jones Boulevard (S-1756) Corridor Improvement	FLORENCE/ FLORENCE	P040190	#2	MPO	PL	\$ 20	\$ 32											\$ -	
																	\$ -		
																	\$ -		
																	\$ -		
Holly Circle (S-829) from W Palmetto Street (US 76) to Second Loop Road (SC-51) Intersection Improvement	FLORENCE/ FLORENCE	P041331	#4	MPO	PE	\$ 600												\$ -	
				MPO	ROW			\$ 900								\$ 900			
				MPO	CON			\$ 3,000								\$ 3,000			
																\$ -			
SPECIAL PLANNING ACTIVITIES		LOCATION		PROGRAM	Fiscal Year														
I-95 & SC 327 Interchange Planning Study  Funding Sources : FY2025 Metro-PL Funds(80%) & 20% Local Match (Florence County)	FLORENCE, SC		METRO-PL	2025				\$ 240										\$ 240	FY2024-25 UPWP
			LOCAL MATCH					\$ 60								\$ 60			
					PLANNING STUDY TOTAL:												\$ 300		
KEY: PL: PLANNING/FEASIBILITY, PE: ENGINEERING DESIGN & ENVIRONMENTAL ANALYSIS, ROW: RIGHT-OF-WAY AQUISITION, CON: CONSTRUCTION, AD: ADMINISTRATION, CA: CAPITAL, CRRSAA - CORONAVIRUS RESPONSE & RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 * THE FISCAL YEAR RUNS FROM OCTOBER TO SEPTEMBER				FLATS MPO ALLOCATION			\$ 5,000	\$ 5,321	\$ 5,642	\$ 5,642	\$ 5,642	\$ 5,642	\$ 5,642	\$ 5,642	\$ 5,642	\$ 5,642	\$ 5,642	<div>FLATS</div> <div>Western Area Transportation Study Interdependent Councils Organization</div>	
				CARRYOVER			\$ 4,116	\$ 8,611	\$ 13,032	\$ 14,061	\$ 17,003	\$ 22,646	\$ 17,538	\$ 23,181	\$ 28,823	\$ 34,465	\$ 40,108		
				CLOSED PROJECTS			\$ 49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				CRRSAA			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				PROPOSED ADVANCEMENT (SCDOT)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				DEBT SERVICE			\$ (477)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				PAYBACK (SCDOT)			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				FUNDS AVAILABLE FOR PROJECTS			\$ 8,688	\$ 13,932	\$ 18,674	\$ 19,703	\$ 22,646	\$ 28,288	\$ 23,181	\$ 28,823	\$ 34,465	\$ 40,108	\$ 45,750		
				FUNDS ALLOCATED TO PROJECTS			\$ (77)	\$ (900)	\$ (4,613)	\$ (2,700)	\$ -	\$ (10,750)	\$ -	\$ -	\$ -	\$ -	\$ -		
				REGIONAL MOBILITY BALANCE			\$ 8,611	\$ 13,032	\$ 14,061	\$ 17,003	\$ 22,646	\$ 17,538	\$ 23,181	\$ 28,823	\$ 34,465	\$ 40,108	\$ 45,750		
SCDOT CHANGES ARE HIGHLIGHTED IN <b>YELLOW</b> MPO/COG DRAFT CHANGES ARE HIGHLIGHTED IN <b>BLUE</b>																			

TABLE 1 - FLATS REGIONAL MOBILITY PROJECTS

## View List of All Tables

FLATS TRANSPORTATION IMPROVEMENT PROGRAM																
FINANCIAL STATEMENT - FY2024 TO FY2033																
NON-REGIONAL MOBILITY PROJECTS - PAVEMENTS																
DOLLAR AMOUNTS ROUNDED UP & REPORTED IN 1,000s					TIP 10-YEAR WINDOW (By Fiscal Year*)											9/13/2024
PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	PRIOR FUNDING	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL COST	
PAVEMENT PROJECTS IN DARLINTON COUNTY																
FA Secondaries	SFP	CON	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$3,740	\$37,400	
Non-FA Secondaries	MTN	CON	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$1,291	\$12,910	
Non-FA Secondaries	SFP	CON	\$914	\$914	\$914	\$914	\$914	\$914	\$914	\$914	\$914	\$914	\$914	\$914	\$9,140	
Non-NHS Primary	SFP	CON	\$2,939	\$3,918	\$3,918	\$3,918	\$3,918	\$3,918	\$3,918	\$3,918	\$3,918	\$3,918	\$3,918	\$3,918	\$39,180	
PAVEMENT PROJECTS IN FLORENCE COUNTY																
FA Secondaries	SFP	CON	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$5,625	\$56,250	
Non-FA Secondaries	MTN	CON	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$1,576	\$15,760	
Non-FA Secondaries	SFP	CON	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$11,160	
Non-NHS Primary	SFP	CON	\$4,497	\$5,995	\$5,995	\$5,995	\$5,995	\$5,995	\$5,995	\$5,995	\$5,995	\$5,995	\$5,995	\$5,995	\$59,950	
TOTALS:			\$21,698	\$24,175	\$24,175	\$24,175	\$24,175	\$24,175	\$24,175	\$24,175	\$24,175	\$24,175	\$24,175	\$24,175		
KEY: FA - FEDERAL AID , NHS - NATIONAL HIGHWAY SYSTEM , SFP - STATE FUNDED PROGRAM , MTN - MAINTENANCE , CON - CONSTRUCTION																
* THE FISCAL YEAR RUNS FROM OCTOBER TO SEPTEMBER																

TABLE 2 - NON-REGIONAL MOBILITY PROJECTS - PAVEMENTS

## F L A T S TRANSPORTATION IMPROVEMENT PROGRAM

### FINANCIAL STATEMENT - FY2024 TO FY2033

#### NON-REGIONAL MOBILITY PROJECTS - BRIDGES

DOLLAR AMOUNTS ROUNDED UP & REPORTED IN 1,000s								TIP 10-YEAR WINDOW (By Fiscal Year*)										8/1/2024
PROJECT NAME & DESCRIPTION	COUNTY	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	PRIOR FUNDING	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL COST
BRIDGE MAINTENANCE/IMPROVEMENTS																		
I-95 (WITHIN GREAT PEE DEE RIVER FLOODPLAINS)	FLORENCE	Bridges	Interstate/NHS	STF	PL	\$50												\$0
BRIDGE IDS: 4773,4783,4784,4774,5051,5045,4747,4743, 5020,5017,5018,5021	FLORENCE	Other Allocated Funds	Bridge Investment Program Grant	OAF	PL		\$900											\$0
CASHUA ST (SC 34) OVER BLACK CREEK	DARLINGTON	Local	Local	STF	CON	\$2,200												\$0
CASHUA FERRY RD (SC 34) OVER SWIFT CREEK	DARLINGTON	Local	Local	STF	CON	\$550												\$0
TOTALS:								\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
KEY: NHS - NATIONAL HIGHWAY SYSTEM , OAF - OTHER ALLOCATED FUNDS , STF - STATE TRANSPORTATION FUND , PL - PLANNING/FEASABILITY , CON - CONSTRUCTION																		
* THE FISCAL YEAR RUNS FROM OCTOBER TO SEPTEMBER																		

TABLE 3 - NON-REGIONAL MOBILITY PROJECTS - BRIDGES

## F L A T S TRANSPORTATION IMPROVEMENT PROGRAM

### FINANCIAL STATEMENT - FY2024 TO FY2033

#### NON-REGIONAL MOBILITY PROJECTS - SAFETY

DOLLAR AMOUNTS ROUNDED UP & REPORTED IN 1,000s					TIP 10-YEAR WINDOW (By Fiscal Year*)										2/12/2025
PROJECT NAME/DESCRIPTION	COUNTY	FEDERAL PROGRAM	PHASE OF WORK	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL COST
<b>INTERSECTION IMPROVEMENTS</b>															
US 401 @ S-13	DARLINGTON	HSP	PHASE:												
Lamar Hwy (US 401) and S Center Rd (S-13)			PE			\$ 300									\$ 300
			ROW				\$150								\$ 150
			CON					\$ 2,000							\$ 2,000
US 52/US 52 BUS/S-179	DARLINGTON	HSP	PHASE:												
			PE			\$ 150									\$ 150
			CON				\$1,000								\$ 1,000
<b>OPERATIONAL IMPROVEMENTS</b>															
US 52 WITH S-13	FLORENCE	HSP	PHASE:												
			PE			\$ 150									\$ 150
			ROW			\$ 1									\$ 1
			CON			\$ 600									\$ 600
S-29 WITH S-167	FLORENCE	HSP	PHASE:												
			PE		\$ 150										\$ 150
			ROW			\$ 1									\$ 1
			CON				\$ 600								\$ 600
S-12 WITH S-92	FLORENCE	HSP	PHASE:												
			PE			\$ 150									\$ 150
			ROW			\$ 1									\$ 1
			CON			\$ 600									\$ 600
<b>SECTION/CORRIDOR IMPROVEMENTS</b>															
US 52 (LUCAS ST)	FLORENCE	HSP	PHASE:												
			PE		\$ 350										\$ 350
			ROW				\$ 1								\$ 1
			CON					\$ 5,000							\$ 5,000
S-12 (S CHURCH ST)			PHASE:												
MP 1.28 - MP 3.5	FLORENCE	HSP	PHASE:												
			PE		\$ 350										\$ 350
			ROW				\$ 1								\$ 1
			CON					\$ 5,000							\$ 5,000
US 76 (PALMETTO ST)			PHASE:												
MP 18.81 - MP 22.30	FLORENCE	HSP	PHASE:												
			PE		\$ 350										\$ 350
			ROW				\$ 1								\$ 1
			CON					\$ 7,000							\$ 7,000
<b>SAFETY IMPROVEMENTS</b>															
I-95 (from MM120 to MM150)	FLORENCE	HSP	CON			\$ 5,000									\$ 5,000
I-95 (from MM150 to MM180)	FLORENCE	HSP	CON		\$ 5,000										\$ 5,000
TOTALS:					\$6,200	\$6,953	\$1,753	\$19,000	\$0	\$0	\$0	\$0	\$0	\$0	\$33,906
KEY: HSP - HIGHWAY SAFETY PROGRAM , PE - ENGINEERING DESIGN/ENVIRONMENTAL ANALYSIS , ROW - RIGHT-OF-WAY ACQUISITION , CON - CONSTRUCTION															
* THE FISCAL YEAR RUNS FROM OCTOBER TO SEPTEMBER															

TABLE 4 - NON-REGIONAL MOBILITY PROJECTS - SAFETY

[View List of All Tables](#)

## F L A T S TRANSPORTATION IMPROVEMENT PROGRAM

### FINANCIAL STATEMENT - FY2024 TO FY2033

#### NON-REGIONAL MOBILITY PROJECTS - INTERSTATE

DOLLAR AMOUNTS ROUNDED UP & REPORTED IN 1,000s								TIP 10-YEAR WINDOW (By Fiscal Year*)										8/1/2024
PROJECT NAME & DESCRIPTION	COUNTY	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	PRIOR FUNDING	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL COST
INTERSTATE 95 - FROM MM 171 TO MM 193 SB	FLORENCE	Pavements	Interstates	NHP	CON	\$ 50,000												\$ -
TOTAL:								\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
KEY: NHP - NATIONAL HIGHWAY PERFORMANCE PROGRAM , MM - MILE MARKER , SB - SOUTHBOUND , CON - CONSTRUCTION																		
* THE FISCAL YEAR RUNS FROM OCTOBER TO SEPTEMBER																		

TABLE 5 - NON-REGIONAL MOBILITY PROJECTS - INTERSTATE

# View List of Tables

FLATS TRANSPORTATION IMPROVEMENT PROGRAM																		
FINANCIAL STATEMENT - FY2024 TO FY2033																		
NON-REGIONAL MOBILITY PROJECTS - FEDERAL TRANSIT ADMINISTRATION																		
DOLLAR AMOUNTS ROUNDED UP & REPORTED IN 1,000s							TIP 10-YEAR WINDOW (By Fiscal Year*)											4/29/2025
PROJECT NAME AND DESCRIPTION	PROGRAM CATEGORY	PROGRAM	FEDERAL PROGRAM	PHASE OF WORK	PRIOR FUNDING	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL COST	
PEE DEE REGIONAL TRANSPORTATION AUTHORITY (PDRTA)																		
<i>Rural Transit Program (FTA Section 5311)</i>	Mass Transit	5311-RURAL	5311-RURAL	OP	\$1,004	\$1,314												\$ -
<i>UA Formula Program Grant FY20 ( FTA Sec. 5307)</i>	Mass Transit	5307-SM URB	5307-SU	OP					\$ 554									\$ 554
<i>UA Formula Program Grant FY20 ( FTA Sec. 5307)</i>	Mass Transit	5307-SM URB	5307-SU	CA					\$ 200									\$ 200
<i>UA Formula Program Grant FY22, FY23 ( FTA Sec. 5307)</i>	Mass Transit	5307-SM URB	5307-SU	OP	\$1,400		\$ 1,281											\$ 1,281
<i>UA Formula Program Grant FY22, FY23 ( FTA Sec. 5307)</i>	Mass Transit	5307-SM URB	5307-SU	CA	\$1,058		\$ 1,927											\$ 1,927
<i>Bus &amp; Bus Facilities Grant FY21 (FTA Sec. 5339)</i>	Mass Transit	5339-SM URB	5339-SU	CA			\$ 996											\$ 996
DARLINGTON COUNTY DISABILITIES & SPECIAL NEEDS BOARD (DSNB)																		
<i>Enhanced Mobility for Seniors FY21 (Small Urban)</i>	Mass Transit	5310-SM URB	5310-SU	OP			\$ 10											\$ 10
<i>Enhanced Mobility for Seniors FY21 (Rural)</i>	Mass Transit	5310-RURAL	5310-R	OP			\$ 15											\$ 15
<i>Enhanced Mobility for Seniors FY22 (Rural)</i>	Mass Transit	5310-RURAL	5310-R	CA	\$70		\$ 30											\$ 30
FLORENCE COUNTY DISABILITIES & SPECIAL NEEDS BOARD (DSNB)																		
<i>Enhanced Mobility for Seniors FY22 (Small Urban)</i>	Mass Transit	5310-SM URB	5310-SU	CA	\$55	\$70	\$ 30											\$ 30
<i>Enhanced Mobility for Seniors FY22 (Rural)</i>	Mass Transit	5310-RURAL	5310-R	CA	\$55	\$70	\$ 30											\$ 30
TOTALS:							\$4,319	\$ -	\$754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,073
KEY: FTA - FEDERAL TRANSIT ADMINISTRATION , CA - CAPITAL PURCHASES , OP - OPERATIONS																		
* THE FISCAL YEAR RUNS FROM OCTOBER TO SEPTEMBER																		

TABLE 6 - NON-REGIONAL MOBILITY PROJECTS - FEDERAL TRANSIT ADMINISTRATION