



Transportation Improvement Program
FY14-FY19 TIP Project Selection Process
FY 2014 - FY2019

Sumter, SC

Program Manager

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Acknowledgment

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The content of this Project Document is solely responsible of SUATS MPO and is not necessarily reflect with the same view points, opinions, findings and conclusion herein by the federal or state transportation agencies.

Transportation Improvement Program(s)

Transportation Improvement Program (TIP) is a federal funding program for improvement of transportation system such as transit or roadway. The funding is offered with local match portion, usually 20%. In accordance with the federal transportation regulations, the Transportation Improvement Programs (TIPs) are an essential component of the transportation planning process. They are developed cooperatively among the Metropolitan Planning Organization (MPO), State DOT and Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) and provide a list of priority projects for four-year period. TIP requirements include:

- Administered by MPO
- Covers a four-year period
- Updated at least once every four years
- Individually identifies regionally significant project(s)
- Public participation
- The project(s) selected for implementation are/is consistent with the Statewide STIP and Long Range Transportation Plan

The SUATS Metropolitan Planning Organization (MPO), in cooperation with the SCDOT and the SWRTA (Santee Wateree Regional Transportation Authority), must develop a fiscally constrained priority list of federally –funded projects for a minimum three-year period. The TIP must be updated at least every two years. In South Carolina, TIP(s) reflect the required three program years, plus two additional planning years and are jointly approved by the MPO and SCDOT. The rural COG programs are formatted in the same manner as the MPO TIPs.

For TMA (areas more than 200,000 population), projects are selected by the MPO (excluding Nation Highway System, bridge and federal lands) in consultation with the State. For MPOs not designated as TMAs, such as SUATS (population: 85,635), projects shall be selected by the State, in cooperation with the MPO. Outside of MPOs, projects shall be selected by the State, in cooperation with affected local officials.

TIPs are then submitted to SCDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP).

The TIP projects are funded by the federal highway bill and annual appropriation act with requirement of matching portion by local government. The South Carolina Department of Transportation (SCDOT) Commission determines the funding priorities for the federal-aid program. This includes the funding level allocated to MPOs and COGs. Since the mid 1990s, the allocation between urban and rural federal-aid funds for MPOs and COGs, called **Guideshare**, has been based upon study area population.

Background

On July 6, 2012, a new transportation authorization bill was signed into law known as Moving Ahead for Progress in the 21st Century (MAP-21). The new law provides to FTA an authorization level of \$10.6 billion in FY2013 and \$10.7 billion in FY 2014. MAP-21 took effect on October 1, 2012.

Due to substantial budget reduction from the previous SAFETEA-LU program, the SCDOT Commissioner has set a new policy on how to use of Guideshare Funding. In accordance with the SCDOT Commission Agenda Transmittal Form dated November 26, 2012, the Commissioner has required 20% Guideshare funding provided to COG/MPO entities to be used toward resurfacing. In the transmittal, specific principles were set for how to use the Guideshare:

- System preservation and Safety needs in South Carolina, in addition to the obvious Resurfacing needs.
- Consideration of a Rolling 2 or 3 year average for the 20% so as to avoid unnecessary small contracts, or resurfacing of small areas.
- Other types of work funding MPO/COG Guideshare that may already be ongoing.
- National Goals: Safety, Infrastructure Condition, System Reliability
- Emphasis on NHS and MAP-21 Asset Management Principles

In addition, a number of guidelines were set for implementation of the Commissioner's Policy. The transmittal also stated:

Activities qualifying for credit towards the 20% goal can include any of the following:

System Preservation—Activities on the State Highway System (NHS) to include resurfacing, pavement reconstruction, pavement preservation. (Including chip seal, full depth reclamation, and other treatments that are federally eligible.)

Highway Improvements limited to : Intersection and approach work including turn lanes and roundabouts.

Activities that would not qualify for credit toward the 20% goal—1)Resurfacing portion of a widening project, 2) addition of sidewalk, 3)research projects 4)lane reductions or “road diet” projects, 5)enhancement projects, bike lane or pedestrian paths

Project Selection: Pavement and intersection approach/improvements must be evaluated and consistent with ACT 114.

SUATS Financial Conditions

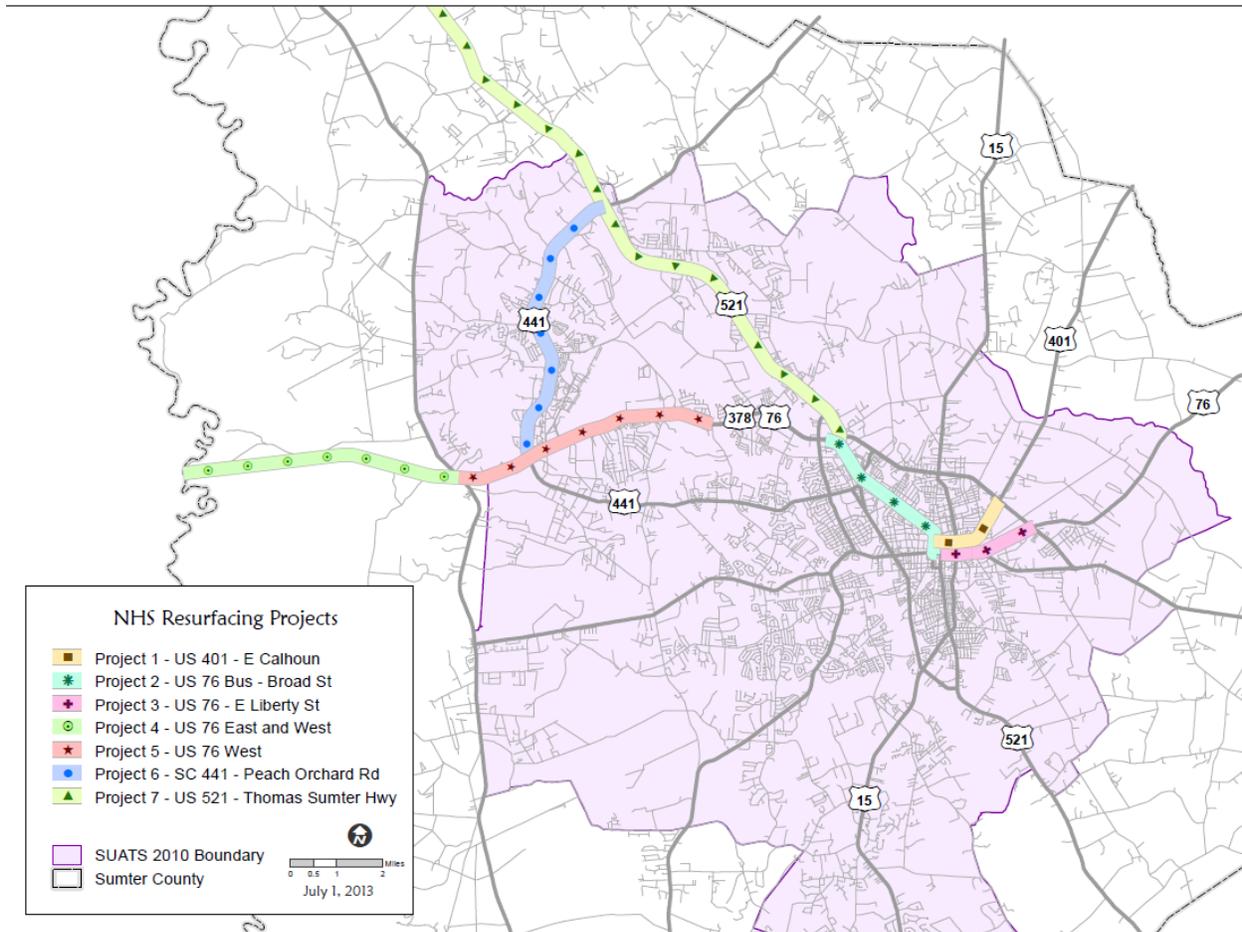
NHS Roadway resurfacing funding

After the issuance of the new policy, on May 21, 2013, the SCDOT has calculated the 20% resurfacing requirement and its allocation for Sumter region in thousands (i.e., \$271 in the table means \$271,000) as shown in the table below.

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Required	\$271	\$273	\$275	\$277	\$280	\$282	\$284
Planned							
3 Yr Required Avg (rolling)		\$181	\$182	\$184	\$185	\$187	
3 Yr Planned Avg (rolling)							
Balance		(\$181)	(\$182)	(\$184)	(\$185)	(\$187)	

* - The rolling required/planned average = (current required/planned amount + two previous required/planned amounts) divided by 3

The allocation is set for the SCDOT designated seven NHS resurfacing projects in its priority list for Sumter City and County as shown in the map.



Project 2 as shown in the map is Broad Street resurfacing running from Liberty on Broad to US 76 Business ending on State Road 456. This project runs thru the heart of the business district -- Sumter Mall, restaurants, and commercial retail such as Beacon Theater.

In accordance with the SCDOT guidelines, SUATS may use up to three years of the 20% allocation for eligible projects. Thus, a total amount of \$819,000 is allocated from FY 2013 to FY 2015. This amount can combine with other funding for eligible activities for roadway improvements.

Guideshare Funding

SUATS Financial Statement

(Cost in Thousands)														
Pin #	County	Guideshare Projects	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	STIP Cost (2014-2019)
	Sumter	Alice Drive - Phase II (US 378 to US 521)	4,152 C			800 P 405 C								
	Sumter	Alice Drive - Phase III (Wise to Westmark Blvd)		1,200 R	900 R	5,494 C	3,310 C							
	Sumter	US 521 Broad Street Improvements Near Bultman Rd to Near Market Street						250 P		2,500 C				
Guideshare Project Subtotal			\$4,152	\$1,200	\$900	\$6,699	\$3,310	\$250	\$2,500					\$2,750
Debt Service Subtotal			\$1,152	\$1,086	\$1,257	\$1,216	\$1,076	\$1,065	\$1,054	\$1,044	\$1,031	\$1,019	\$1,007	\$6,221
Advancement Payback								\$2,429	1,385	1,023				\$4,837
Guideshare Subtotal			\$5,304	\$2,286	\$2,157	\$7,915	\$4,386	\$1,315	\$5,983	\$2,429	\$2,054	\$1,019	\$1,007	\$13,808
Guideshare Allocation			2,594	2,594	2,594	2,594	2,428	2,428	2,428	2,428	2,428	2,428	2,428	\$14,570
Carryover Available			3,937	1,227	1,535	4,883	(1)	442	3,555	0	(0)	374	1,784	\$442
Bond Proceeds														
Advancement Amount						437	2,400	2,000						\$2,000
Program Adjustments					2,911									
Guideshare Subtotal			(5,304)	(2,286)	(2,157)	(7,915)	(4,386)	(1,315)	(5,983)	(2,429)	(2,054)	(1,019)	(1,007)	(\$13,808)
Balance			1,227	1,535	4,883	(1)	442	3,555	0	(0)	374	1,784	3,205	\$3,205
20% RESURFACING REQUIREMENT							\$271	\$273	\$275	\$277	\$280	\$282	\$284	
COMMITMENT TOWARD RESURFACING REQUIREMENT							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Guideshare is the federal transportation funding for MPO/COG allocation based upon population. Currently, with SUATS boundary area, the population is 85,635. The SUATS population is relatively smaller in size as compared with other Transportation Management Area (TMA) with the population of 200,000 in South Carolina, thus, the SUATS Guideshare allocation is approximately \$2.4 million each year. (Almost half of this amount has been set aside for debt services)

On August 21, 2013, SCDOT released the SUATS financial statement as shown in the table above. The table reflects the Guideshare allocation for the on-going Alice Drive and the new US 521 Broad Street Improvements. Combining with the NHS resurfacing funding, \$2.75 million can be used for this proposed TIP project.

Project Cost

On April 26, 2013, the SUATS Policy Board approved and adopted SUATS 2010-2040 Long Range Transportation Plan (LRTP). The LRTP has proposed a number of intersections improvements in priority ranking order. The top two intersections ranking for improvements are located on Broad Street (Bultman @ Broad and Westmark @ Broad). The improvements as stated in the LRTP proposed on these two intersections are:

- Consolidate and/or define driveways (i.e. shared use)
- Install back plates on all signal heads
- Extend concrete islands to better delineate turn lanes
- Signal work

The SUATS study team decided after holding two public meetings and considering alternatives (described in later part of this document) that the Broad Street corridor section from Bultman Drive to Market Street should be selected for the improvements. The improvements include the two priority intersections (Bultman @ Broad and Wesmark @ Broad) and roadway resurfacing from Bultman to Market on Broad Street.

The estimated cost for the improvements *without Right of Way acquisition* is \$700,000 for each intersection as suggested in the LRTP (email correspondence from KHA on 6/3/2013). However, this estimate is a generic estimate for a typical intersection improvement items stated above. The detail aspects of the improvements will be determined during the preliminary engineering stage. The final cost can be higher or lower than this generic estimate.

The SCDOT has estimated the Broad Street resurfacing , a total of 0.82 mile and 5 moving lanes, will cost \$1.06 million including 20% contingency and 10% preliminary engineering costs for the section near Bultman to near Market Street which is beyond the Wesmark Blvd on Broad Street.

The SCDOT has budgeted \$2.4 million for these two intersections improvements as well as roadway resurfacing from near Bultman Road to near Market Street.

Project Selection

The SUATS study team met on June 4th and August 15th to select TIP project. The meeting was open to public and meeting dates were advertised.

As required, all TIP project(s) must be selected from the SUATS Long Range Transportation Plan (LRTP). Three intersections recommended for improvements in the LRTP are: Miller Road @ Broad , N Bultman Drive @ Broad and Wesmark @ Broad.

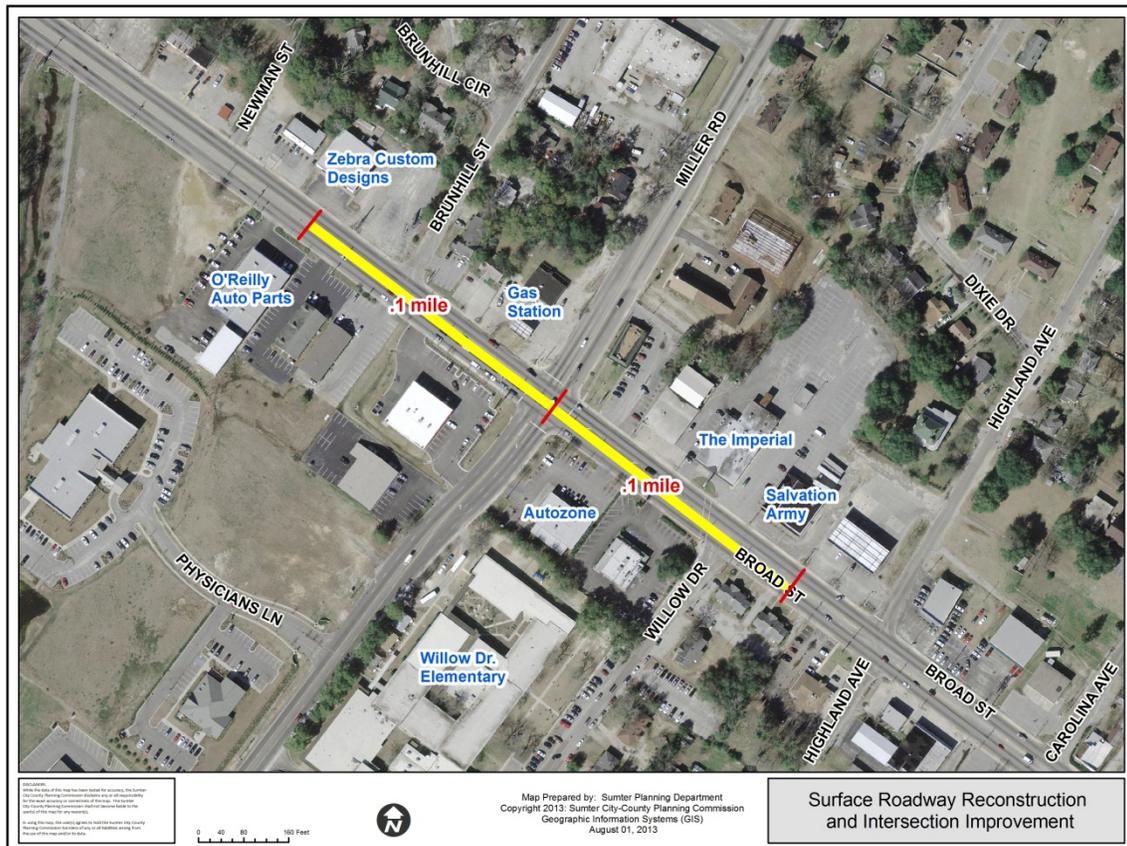
These three intersections are the only intersections that fall into Project 2 of NHS roadway resurfacing project. Project 2 is a SCDOT priority project for roadway reconstruction of 3.76 miles Broad Street from E Liberty to US 76 Business at US 521.

US 76 Business Route (Broad Street) has been installed a total of 14 traffic signal lights and during 2008 to 2010 there were 114 accidents at the intersection. In average, there were 8.1 accidents per traffic light.

June 4th Meeting

On June 4th, the team was presented with transportation data such as AADT, accident data etc. However, the team was not presented with the cost of constructions on the NHS roadway resurfacing.

Miller Road and Broad Street



- 2012 AADT 13100
- 20 crashes (2008-2010)
- Contributing factors: drivers failed to yield the right of way and drivers disregarding the traffic signal
- Recommendation: install back plates on all signal heads; extend concrete islands to better delineate turn lanes

- A section of eastern portion (towards the Graham Expressway) of Miller Road was resurfaced recently
- Pot holes, cracks and uneven roadway surface are obvious
- The intersection is ranked #7 on the intersection improvement priority list in LRTP
- Roadway resurfacing extends from the center of the intersection 0.1 mile north and 0.1 mile south

Bultman Drive and Broad Street



- 2012 AADT 25,400 on Broad; 5,500 on N Bultman Drive
- Bultman Drive is LOS E which is a very congested intersection during peak hours
- 34 crashes (2008 – 2010)

- Contributing factors: drivers disregarding the signal and improper lane usage/change or improper turn
- Recommendation: Consolidate and /or define driveways (i.e., shared use), extend concrete islands to better delineate turn lanes
- This intersection is ranked #2 on the intersection improvement priority list of LRTP
- Pot holes, cracks and uneven surface are obvious
- Roadway resurfacing extends from the center of the intersection 0.1 mile north and 0.1 mile south

Wesmark Blvd and Broad Street



- 2012 AADT 25,400 on Broad; 4,500 on E Wesmark Blvd, and 11,500 on W Wesmark Blvd
- 25 total crashes (2008-2010)
- Contributing factors: drivers disregarding signal and drivers traveling too fast for the roadway conditions

- Recommendations: consolidate and/or define driveways (i.e., shared use), install back plates on all signal heads with reflective edge and extend concrete islands to better delineate turn lanes
- This intersection is ranked #1 on the priority list for improvements
- Pot holes, cracks and uneven roadway surface are obvious
- Roadway resurfacing extends from the center of the intersection 0.1 mile south and 0.1 north of Broad Street

August 15th meeting

After the June 4th meeting, the SCDOT provided SUATS the cost of reconstruction of roadway and intersection improvements. On August 15, 2013, the SUATS study team met again for discussion of selecting TIP project(s). The team had to select two out of these three intersections for the Guideshare.

During the discussion, some Team members preferred the intersection of Miller Road @Broad and Bultman @ Broad. However, after the Penny Sales Tax Project (Gion @ Broad) was introduced, majority of the Study Team decided the intersections of Bultman @Broad and Wesmark @ Broad. The corridor section at Broad from near Bultman to near Market (beyond the Wesmark) is a commercial and retail concentration in the heart of Sumter. The Sumter Shopping Mall, numerous financial institutions, Wiggly Piggly Super Market, variety of retail from shoes stores to discount stores and variety of ethnic food services are all located in this stretch. Improvements on this corridor will create greatest benefit impact on the community.

The Penny Sales Tax Project (Gion @Broad) has a number of improvements as shown in Figure 1-2:

- Install raised median with left turn—over access at the Sumter Mall entrance
- Closing Mariachi one driveway access
- Right-in right-out for curb cut at Right-Aid Drug Store closest to the Mall entrance
- Full access movements at the Right-Aid on the other curb cut
- Restripe the roadway and delineate turning movement directions
- Wheelchair accessible for the cross walk section at the entrance of the Mall

Figure 1-1







Figure 1-2

Figure 1-1 shows the Penny Sale Tax Project location in relation to the TIP Project. Figure 1-2 shows the improvement elements of the Sales Tax Project at Gion and Broad.

Conclusion

- A length of about 0.82 mile from near Bultman to near Market (beyond Wesmark Blvd) will be resurfaced on Broad Street
- Two intersections (Bultman @ Broad and Wesmark @ Broad) are selected for improvements. The preliminary engineering will determine specifically of what measures can be taken in order to reduce the number of intersection accidents.
- SCDOT has apportioned of \$2.4million for this corridor section improvements
- Next Step: Recommendation for SUATS Policy Board to approve and adopt this proposed TIP project.