

*Copies*

**AIKEN  
COUNTY  
TRANSPORTATION  
PLAN**

**AND  
TRANSPORTATION  
COMMITTEE  
APPOINTMENT**

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March 23, 1994

Mr. B. K. Jones  
S. C. Highway Department  
P.O. Box 191  
Columbia, South Carolina 29202

RE: Aiken County Transportation Committee  
Aiken County Transportation Plan

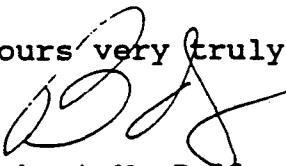
Dear B.K.:

I enclose a copy of the Aiken County Transportation Plan which was unanimously approved at the regular meeting of the Aiken County Transportation Committee held on Tuesday, March 22, 1994. We would appreciate your submitting this to the Highway Commission at their next scheduled meeting for appropriate action.

Should you have any questions, please give me a call.

Kindest regards.

Yours very truly,



Robert M. Bell

RMB:dlb  
Enclosure

cc: Members of the Transportation Committee  
Members of the Delegation  
Frances Pennington

S:\USERS\SHARED\RMB\TRANSPOR\JONES.PLN 3.23.94

## COUNTY WIDE TRANSPORTATION PLAN

### AIKEN COUNTY TRANSPORTATION COMMITTEE

Aiken County has a population of approximately 120,940 persons and has a land area of approximately 1073 square miles. The population of the County varies from light to moderate in the more rural areas of the County to fairly concentrated in the urban area and has both incorporated and unincorporated cities/towns.

Aiken County contains approximately 2377.60 miles of publicly maintained roads. Of this, the South Carolina Department of Transportation has responsibility for approximately 1508.73 miles including Interstate, primary and secondary roads and approximately 62.96 miles of dirt road.<sup>1</sup> Other jurisdictions in Aiken County maintain approximately 1720 miles of road with 744 miles being paved and 986 miles being dirt.<sup>2</sup>

The basic concept behind the establishment of the C-Fund Gasoline and Fuel Tax, was to pave dirt roads enabling farmers to carry their products to the appropriate market. The programming of the roads for use of C-Funds was designed to allow persons familiar with local roads to determine spending priorities for the state's secondary system. While the range of projects eligible for C-Fund expenditures has expanded in recent years, the original purpose remains in effect. In the past, the arrangements for the expenditure of C-Funds has been addressed cooperatively by the Aiken County Legislative Delegation and the Department of Transportation with due regard for the Department of Transportation Pavement Evaluation System as it is revised from time to time.

Prior to the 1993 amendments to the C-Fund statute, the State of South Carolina allocated the C-Fund component and the gasoline tax to all counties by giving equal weight to the counties' proportional share of population, land area and qualifying road miles. The 1993 amendment, however, makes available to Aiken County and to other "donor" counties which have contributed more tax revenue than they have received, an additional \$9.5 million, to be divided proportionally in accordance with the county's gas tax generating experience. The additional sum thus allocated to such donor counties will be subject to the same provisions regarding the distribution of C-Funds at the county level. Thus, these additional funds, if any, which come to Aiken County shall be subject to the same rights, duties and procedures as provided by statute to the Aiken County Transportation Committee.

Prior to 1993 the power to select projects and authorize the distribution of C-Funds was vested in the County Legislative Delegation. The Aiken County Legislative Delegations has, over the years, exercised that responsibility based on the merits of projects submitted for consideration with due deference to the professional recommendation of the South Carolina Department of Transportation and with an equitable distribution of benefits to all geographical areas of Aiken County.

The Aiken County Transportation Committee recognizes the need to establish its own criteria to evaluate projects under its purview with reasonably objective standards in a manner compatible with the goal of achieving an equitable distribution throughout the County of available funds. Such uniform evaluation of road needs should be implemented as soon as feasible.

\* When there is a change from one system of approving road projects to another method, there is inevitably a need for a reasonable accommodation for prior practices. This need for accommodation is especially pressing when the road projects tentatively approved, in accord with prior practices, are reasonable. However, in those cases where there has been no final binding commitment on a road project this committee concludes that the uniform criteria to be adopted by this committee should be applied. Accordingly, the Aiken County Transportation Committee shall review and take action on all prior commitments made by the Legislative Delegation not yet let to contract and shall apply the same standards and criteria to those projects as will be applied to new projects which are submitted directly to the committee.

While the present law prohibits the local paving program, there is a distinct possibility that legislation may be passed this legislative year so as to permit such spending. In recent years, Aiken County has participated in this program with a high level of success. The Aiken County Transportation Committee would propose to continue this program if it is authorized by the necessary legislation.

The Aiken County Legislative Delegation has, in the past, given priority to "special projects" such as those meeting special needs of schools and economic development projects. The Committee would propose consideration on a case-by-case basis such "special projects" which will be evaluated based on need and the availability of funds but only as to projects which will be used to construct or improve public roads.

In an effort to secure the broadest possible input on programming of roads, the Committee will solicit input directly from the various affected public entities in Aiken County and will hold public hearings at least twice annually, advertised as such, to seek input from those entities, as well as any other members of the public who would choose to appear and offer such input.

Once the uniform evaluation system is adopted and approved by the South Carolina Department of Transportation, that system will be used on a County wide basis with all projects being submitted to the Aiken County Transportation Committee for a vote of approval. The committee recognizes the need to maintain and improve roads and bridges that are already a part of the system and plans to use a portion of the funds within its jurisdiction for that purpose.

The Aiken County Transportation Committee designates the South Carolina Department of Transportation as the entity authorized to administer funds allocated to Aiken County and subject to the Committee's authority. This designation is made in recognition of the department's experience and familiarity with the funding procedures, bidding procedures, design specifications and review, construction specifications and approval and other engineering and business practices associated with road projects. To the extent that this plan and state law permit and authorize projects to be applied to local road projects, the Department of Transportation shall be deemed to have authorized the Committee to enter agreements with County and Municipal officials to administer such projects or to designate the County or a Municipality with the capacity to administer its own programs, to do so in accord with customary practices, it being the intent of this plan to encourage and enhance coordination and cooperation of state and local governmental entities whenever possible. Nothing contained in this section shall be deemed a waiver by the Aiken County Transportation Committee of its authority or responsibility to approve project proposals and to review the progress of such projects once they are approved, nor shall this provision be deemed to relieve the South Carolina Department of Transportation, the County or any municipality from the responsibility to comply with all Federal and State laws otherwise applicable to bidding practices.

The Aiken County Transportation Committee, in its discretion, may enter agreements with the County of Aiken, or other local governmental entities, for the professional services of its planners, engineers or other staff to assist in the planning process, to receive project requests, to prepare evaluation of such requests for the benefit of the Committee and, where necessary, to coordinate the implementation of approved projects with other governmental entities including but not necessarily limited to the South Carolina Department of Transportation.

The Aiken County Transportation Committee may expend funds for reasonable administration expenses. These expenses shall include any contractual expenses incurred pursuant to this plan as well as such ordinary expenses reasonably related to providing for meetings, postage, copying, letterhead and other basic office supplies, telephone supplies, telephone charges and the like.

1. Mileage provided by South Carolina Department of Transportation.
2. Mileage provided by Aiken County Administrator.

**Aiken County  
Legislative Delegation**  
828 Richland Avenue, West  
Aiken, South Carolina 29801

**RESOLUTION CREATING  
AIKEN COUNTY TRANSPORTATION  
COMMITTEE**

Whereas, the South Carolina Supreme Court has ruled that members of the General Assembly may not appropriate "C" Funds; and

Whereas, the South Carolina General Assembly created county transportation committees for each respective county in the State of South Carolina. Now, therefore,

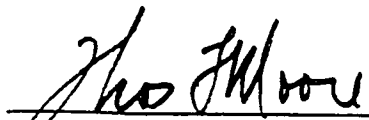
Be it resolved, that the Aiken County Transportation Committee is hereby formed and subject to the following provisions:

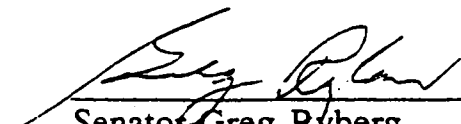
- 1) The Committee shall consist of seven members, removable by the Aiken County Legislative Delegation for failure to attend meetings unless excused by chairman.
- 2) The first term of the members of the Aiken County Transportation Committee shall expire on Election Day 1994. The Delegation shall appoint members, thereafter, for two year terms.
- 3) The members shall meet at least three times yearly and hold at least two public hearings annually with a quorum present for all meetings.
- 4) The Committee shall elect a chairman and secretary at its first meeting and every two years, thereafter.
- 5) The Committee shall work with local agencies and governments and adopt a county wide transportation plan for approval by the South Carolina Department of Transportation in accordance with South Carolina Code 12-27-400 (1993).
- 6) The Committee shall report to the Delegation and the District Highway Engineer streets for needed improvements. The Delegation shall submit the County Transportation Committee's recommendations and findings to the County and City Councils, Municipalities, and County and City Public Works Directors and Engineers.

The members of the 1993-94 Aiken County Transportation Committee are as follows:

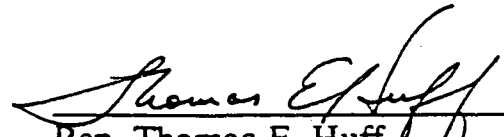
- ✓1) Mrs. Sally Anaclerio, 306 Colleton Avenue, Aiken, SC 29801  
648-8882
- 2) Mr. Robert Bell, 610 Clarendon Place, Aiken, SC 29801
- 3) Mr. Barry Glover, 108 Marble Hill Drive, Graniteville, SC 29829
- 4) Mr. Johnny Nunn, <sup>301</sup>~~265~~ Holiness Church Road, Wagener, SC 29164
- ✓5) Mr. Paul Quiller, Route 1, Box 1024, Graniteville, SC 29829
- ✓6) Mr. Earl Sasser, 810 Greenwood Drive, North Augusta, SC 29841
- ✓7) Mr. Tom Young, 1522 Citation Drive, Aiken, SC 29803
- ✓8) Ted Girardeau - Aiken, SC

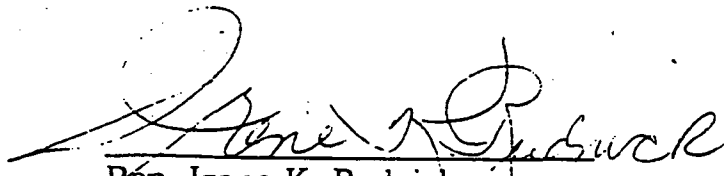
Respectfully submitted,

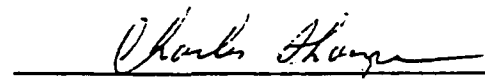
  
\_\_\_\_\_  
Senator Thomas L. Moore

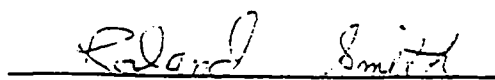
  
\_\_\_\_\_  
Senator Greg Ryberg

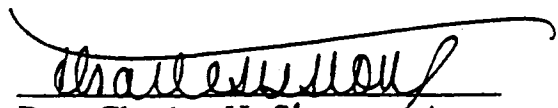
\_\_\_\_\_  
Senator Nikki G. Setzler

  
\_\_\_\_\_  
Rep. Thomas E. Huff

  
\_\_\_\_\_  
Rep. Irene K. Rudnick

  
\_\_\_\_\_  
Rep. Charles Sharpe

  
\_\_\_\_\_  
Rep. Roland Smith

  
\_\_\_\_\_  
Rep. Charles H. Stone



**Aiken County  
Legislative Delegation**

828 Richland Avenue, West  
Aiken, South Carolina 29801

**RESOLUTION AMENDING**

**AIKEN COUNTY TRANSPORTATION COMMITTEE**

WHEREAS, the South Carolina Supreme Court has ruled that members of the General Assembly may not appropriate "C" Funds; and

WHEREAS, the South Carolina General Assembly created county transportation committees for each respective county in the State of South Carolina; and

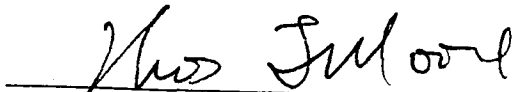
WHEREAS, the Aiken County Legislative Delegation formed the Aiken County Transportation Committee to consist of seven members, removable by the Aiken County Legislative Delegation for failure to attend meetings unless excused by the chairman; and

WHEREAS, the Aiken County Legislative Delegation wishes to amend the number of members serving on the Committee. Now, therefore,

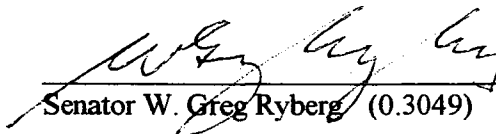
BE IT RESOLVED, that the Aiken County Transportation Committee is hereby amended and subject to the following provisions:

- 1) The Committee shall consist of nine members; eight to be appointed by the Aiken County Senate and House members and one member at-large to be appointed by the presiding Chairman of the Aiken County Legislative Delegation.

Respectfully submitted,



Senator Thomas L. Moore (0.1649)



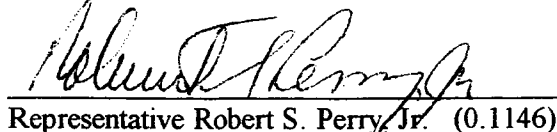
Senator W. Greg Ryberg (0.3049)



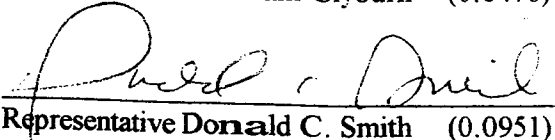
Senator Nikki G. Setzler (0.0302)

Representative Kenneth G. Clark (0.0134)

Representative William Clyburn (0.0478)



Representative Robert S. Perry, Jr. (0.1146)



Representative Donald C. Smith (0.0951)



Representative J. Roland Smith (0.1146)



Representative James E. Stewart, Jr. (0.1146)

July 31, 2006

**Aiken County Transportation Committee**  
**Evaluation Process**

Roads are selected for evaluation by the Aiken County Transportation Committee based on the recommendations of Legislature members, County Council members, department records and knowledge of conditions, as well as requests from property owners, local governments, and the SCDOT. The evaluation process attempts to prioritize projects on the basis of historical maintenance costs, number of residences, traffic volume, use and other factors.

Requests that a road be included for improvement under the C-Fund Construction Program will be submitted to the Aiken County Transportation Committee at the Office of the Aiken County Legislative Delegation. A preliminary evaluation will be performed to determine whether the road could meet the technical criteria for State Construction Projects. A petition shall be required for all county road construction and state road resurfacing projects in order to qualify for consideration and in order for the Committee to complete its evaluation of the eligibility of the project under the criteria established for State Construction Projects.

The South Carolina Highway Commission has established a policy that no new roads shall be accepted into the State Highway System for maintenance under the C-Fund Program unless it is done by way of a trade-off with a local governing body. The State Legislature has enacted an amendment to Section 12-27-400 of the Code of Laws of South Carolina which states that twenty-five percent (25%) of a county's apportionment of C-Funds must be expended on the State Highway System for construction, improvements, and maintenance.

The Aiken County Transportation Committee shall determine the allocation, if any, to be made to the City of Aiken and the City of North Augusta relative to projects within their jurisdictions.

**NO C-FUNDS SHALL BE USED FOR EMINENT DOMAIN PURPOSES.**

In order to be eligible, projects must meet the following criteria:

**State Construction Projects**

- A. The road must be in the State Highway System, or
- B.
  - 1. The road must be a public road maintained by the county or a city/town.
  - 2. The road must be connected to an existing state-maintained paved road.
  - 3. The road must not possess unusual features which would cause construction costs to be abnormally high.
  - 4. All property owners along the road must agree to provide the required easements.
  - 5. All property owners along the road must request the construction by petition.
  - 6. The road must not cross a dam which has been constructed for the purpose of impounding surface waters or to create a pond or other body of water.
  - 7. The committee shall not allocate funds for resurfacing paved county roads.

Roads which are not eligible as State Construction Projects may qualify as County Construction Projects based on the following criteria:

### County Construction Projects

1. The road must be a public road maintained by the county or a city/town.
2. The road must be connected to an existing state- or county-maintained road.
3. The road must not possess unusual features which would cause construction costs to be abnormally high.
4. Construction must be in the best interests of the using public.
5. All property owners along the road must agree to provide the required easements.
6. All property owners along the road must request the construction by petition.
7. The committee shall not allocate funds for resurfacing paved county roads.

The Aiken County Transportation Committee will cause an evaluation to be done on each road received by petition, recommended by the state, or recommended by local government or other parties as of August 1 of each year. Roads found to be eligible as State Construction Projects are further evaluated and then ranked according to the number of points received in the evaluation. In performing the evaluations, roads shall be evaluated individually. If a grouping evaluation is recommended, that evaluation shall be done separately and considered as a Special Project. Upon completion of the evaluations, a priority list is prepared for those projects which are eligible as State Construction Projects. The list is supplemented by the evaluation information, cost estimates, and location maps for each project. Roads evaluated each year shall be added to the list for consideration for improvements based on their ranking among all requests which have been received.

Potential County Construction Projects are evaluated. The evaluation includes preparation of a scope of work and preliminary cost estimates for each project. The recommended County Construction Projects will be selected primarily based on the priority established through the evaluations and available funding. Consideration is also given to the types and locations of construction as it relates to possible construction contracts. The recommended projects will reflect the division of funds between all areas of Aiken County. The Aiken County Transportation Committee reserves the right to give priority to projects arising from special situations which cannot be contemplated by the normal evaluation process.

### City Construction Projects

Projects for the City of Aiken and City of North Augusta shall be considered by the Committee based on evaluations performed by the appropriate staff and personnel of the respective cities. The Committee shall make recommendations for road improvements within the allocations approved for the respective cities.

## General

A report will be prepared periodically by the Aiken County Transportation Committee which describes the recommended projects based on the priority lists and respective funding levels. Upon approval, a copy of the report shall be submitted to the Aiken County Legislative Delegation, the District Highway Engineer, and local government.

All roads which have been ranked but not programmed for improvements will be re-evaluated during the next annual cycle.

Any unused funds remaining at the end of a fiscal year will be credited to the County's C-Fund balance.

## Project Evaluations and Ranking

### Construction Projects

Potential Construction Projects are identified through requests from property owners, local governments, and the SCDOT.

The projects will be evaluated according to the following criteria:

#### 1. Maintenance Costs

The annual maintenance expenditure per mile of road is evaluated and points assigned as follows:

Less than \$1,000	50 points
\$1,001 to \$1,500	75 points
\$1,501 to \$2,000	100 points
\$2,001 to \$3,000	150 points
\$3,001 to \$4,000	200 points
\$4,001 to \$5,000	250 points
\$5,001 to \$6,000	300 points
\$6,001 to \$7,000	350 points
Greater than \$7,000	400 points

#### 2. House count

A count is made of houses, mobile homes, apartments, businesses, churches, etc. fronting on the road. Each unit is assigned one point, and the total is adjusted to reflect a "per mile" value.

3. Traffic volume

In the absence of actual traffic volume counts, traffic volumes are estimated by assigning a count of ten (10) trips per day per dwelling unit.

4. Commercial Use

An industry that has daily traffic each workday, year round, to the place of business and the business fronts on the road being evaluated. Goods and services are rendered on site. Through business traffic is not to be counted. Examples of non-qualified are: deer processing plants, home-based businesses where the majority of goods and services rendered in the general public, stables, chicken farms and kennels.

5. School Bus Use

If a road being evaluated is part of a regular school bus route, additional points representing ten percent (10%) of the combined point count for maintenance cost per mile, plus house/dwelling density per mile, plus traffic volume per mile are added to the total point count for the road.

6. Mail Delivery Route

If the road being evaluated is part of a motorized mail delivery route, a total of ten (10) points is assigned to the point count for that road.

7. Church Location

If a church with 100 members or less is located on the road, it shall be assigned 65 points. If a church with more than 100 members is located on the road, it shall be assigned 100 points.

8. Other

Additional points, not to exceed a total of seventy-five (75) points, may be assigned on an individual basis to reflect special considerations, such as public safety (as documented by accident data) or replacement of damaged facilities; on dirt riding surfaces -- passing ability, inadequate drainage, riding surface, and poor soils; on asphalt riding surfaces -- oxidation of paving, patches, inadequate drainage and alligator cracking of riding surface.

The results of the evaluation, including the total points for each road and the resulting ranking, will be published.

### County Construction Projects

Prospective projects for completion from the county's apportionment of C-funds will be allocated as follows:

State Highway System	<i>Required by law</i>	25%
General Special Projects	<i>To include requests from schools and Churches, requests for turn lanes and traffic Signals, requests for drainage or worth-While causes for roads and drainage Construction in general</i>	27%
Cities	<i>Split 50/50 between Aiken and North Augusta</i>	20%
Road Special Projects	<i>2 miles or more in length plus streets in Subdivisions and roads that dead end and Are .2 miles or less</i>	Total 28%

Roads 1 mile to 1.9 miles in length

Roads 0 to .9 miles in length

Note: Any funds not used in State, General Special Projects, and Cities categories will be Added to the Roads category.

The results of the evaluation, including the total points for each road and the resulting rating, will be a matter of public record.

EVALUATION SHEET: ROAD IMPROVEMENTS  
AIKEN COUNTY TRANSPORTATION COMMITTEE FORM

Road Number: \_\_\_\_\_ Date: \_\_\_\_\_ Inspector: \_\_\_\_\_  
Project Location: \_\_\_\_\_  
County District # \_\_\_\_\_ Senatorial District # \_\_\_\_\_ House District # \_\_\_\_\_

**CRITERIA:**

- The road must be a public road maintained by the County or a city/town.
- The road must be connected to an existing State- or County-maintained road.
- The road must not possess unusual features which would cause construction costs to be abnormally high.
- Construction must be in the best interests of the using public.
- All property owners must request the construction by petition.
- If all property owners do not sign petition agreeing to provide right-of-ways and drainage easements, this request cannot be considered.

**EVALUATION:**

Is this a dead end road? Yes \_\_\_\_\_ No \_\_\_\_\_ If yes, length of road \_\_\_\_\_

Points

Maintenance costs: Dirt road \$1,800 x \_\_\_\_\_ MI. = \_\_\_\_\_  
Paved road \$3,000 x \_\_\_\_\_ MI. = \_\_\_\_\_

<1,000 = 50, <1,500 = 75, <2,000 = 100, <3,000 = 150, <4,000 = 200, <5,000 = 250, <6,000 = 300, <7,000 = 350, <7,001 = 400

House Count: \_\_\_\_\_ x 1/ \_\_\_\_\_ MI.

Traffic Volume: \_\_\_\_\_ dwellings x 10

Commercial: \_\_\_\_\_ x \_\_\_\_\_ Trips

Church: <100 members = 65, >101 = 100

Road partially paved. Subdivision entrance on paved part.

Dirt part allowance: <75 lots = 50, >75 lots = 100

School Bus Use: .10 x ( \_\_\_\_\_ maint. + \_\_\_\_\_ hc + \_\_\_\_\_ traf vol)

Mail Delivery Route: (yes = 10)

Are wetlands involved? (no = 5)

Is there a bridge involved? (no = 5)

Is the road used for a dam? (no = 5)

Dirt riding surfaces:

Passing ability (<16 = 75, <18 = 50, >20 = 25) (75 points maximum)

Inadequate drainage (% of roadway) (75 points maximum)

Riding surface (% of roadway) (75 points maximum)

Poor soils (% of roadway) (75 points maximum)

Asphalt riding surface:

Oxidation of paving (% of roadway) (75 points maximum)

Patches (% of roadway) (75 points maximum)

Inadequate drainage (% of roadway) (75 points maximum)

Alligator cracking of riding surface (75 points maximum)

TOTAL

**RECOMMENDED ACTION:**

Construction \_\_\_\_\_ Resurface \_\_\_\_\_ Cost \_\_\_\_\_