Beaufort County Transportation Committee

SCDOT Secondary Roads Evaluation Phase 2

SUBMITTED TO:
Beaufort County Transportation Committee

PREPARED FOR:

Beaufort County Transportation Committee
2266 Boundary St
Beaufort, South Carolina 29901

PREPARED BY:

A. Morton Thomas and Associates, Inc.
3300 W. Montague Ave, Suite 101
North Charleston, South Carolina 29418
843.385.5223
amtengineering.com

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EXECUTIVE SUMMARY

This report is a summary of the evaluation of the SCDOT Pavement Condition Data (PQI), Priority Ranking and 5-year Plan Development for the State Secondary Roads in Beaufort County with an AADT between 500 and 2000. The report provides information pertaining to the methodology used to analyze the existing data provided by SCDOT and outlines a 5-year pavement maintenance and preservation plan with treatment recommendations and estimated costs for each road.

Pavement Condition Survey Data from SCDOT was provided by Beaufort County for the subset of the network of SCDOT Secondary Roads within the County. The data includes approximately 102 miles of roads that have an AADT between 500 and 2000. The data was analyzed to understand the current condition of the subset of roads. As part of the data analysis, AMT identified a list of roads with PQI scores that appeared to be abnormally low or high. That list of roads was used to complete a field review to confirm the accuracy of the data provided by SCDOT and ensure the field conditions match the reported conditions.

Using the SCDOT data, AMT developed a Priority Ranking Score for each segment that comprised of Pavement Quality Index (PQI), Functional Classification, AADT and percentage of Truck Traffic. Each category was weighed and used to develop a total score between 0-100. This allowed AMT to rank each road segment and develop a priority ranking of the subset of roads and create the 5-year plan.

AMT developed a 5-year fiscally constrained plan that includes a recommendation for each road segment to be improved or maintained in good or better condition. Additionally, AMT developed project level recommendations and bid documents for Year 1 and Year 2 of this program.

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1. INTRODUCTION AND BACKGROUND

Beaufort County is one of forty-six counties in the state of South Carolina. The County includes six municipalities including the City of Beaufort, City of Hardeeville, Town of Bluffton, Town of Hilton Head Island, Town of Port Royal, and the Town of Yemassee. Additionally, it is also home of multiple military installations including the Marine Corps Air Station and the Marine Corp Recruit Depot Parris Island. The County operates an Engineering Department that is charged with administering the Beaufort County Transportation Committee (CTC) Program which historically has received $2.0-2.5 million annually through a partnership with SCDOT. Each County in South Carolina is partnered with SCDOT through the "C" Program and receives a portion of the state gasoline tax. Beaufort County is one of twenty-seven counties in South Carolina that self-administers this program. Beaufort CTC's goal is to cooperate with the SCDOT in constructing and maintaining existing, and future roadways in Beaufort County within the C fund guidelines. Consideration is given to road improvement to include rocking, paving, resurfacing, widening, and/or road realignment, extending shoulders, traffic signs/signals, drainage improvement, intersection improvements, turn lanes, sidewalks, and pavement markings. Projects are prioritized based upon a developed five (5) year plan based upon appropriate rating summary systems for both the dirt road inventory and pavement management system.

A. Morton Thomas and Associates was contracted by Beaufort CTC to conduct a review of the existing pavement condition data, develop a ranking system, and develop a 5-year plan for the state secondary roads with an AADT between 500 and 2000. Based upon the data provided, this subset of the network is approximately 102 miles. It is a mix of urban and rural routes that serve business and residential needs.

2. OBJECTIVE

The purpose of this project is to conduct a review of the existing pavement condition data, develop a ranking system, and develop a 5-year plan for the state secondary roads with an AADT between 500 and 2000. Specifics tasks included as part of the investigation study include:

1. Review and evaluate existing pavement condition data provided by SCDOT for State Secondary Roads with an AADT between 500 and 2000.
2. Develop a ranking system to include the following criteria.
    a. Condition of Roadway Surface (PQI)
    b. Functional Classification of the roadway.
    c. Amount of traffic (AADT)
    d. Amount of Heavy Truck Traffic
    e. Ranking system to be presented and approved by the Beaufort County Transportation Committee and Beaufort County Engineering Department.
3. Establish a five-year fiscally constrained pavement maintenance and preservation plan
4. Maintenance alternatives may include preservation, rehabilitation, and reconstruction.
5. Determine the most cost-effective maintenance with the most extended pavement life.
6. Provide Engineers estimate for each roadway based on recommended treatment type.
7. Prepare a comprehensive report of findings and recommendations.

3. REVIEW OF EXISTING PAVEMENT CONDITION DATA

Pavement Condition Survey Data from SCDOT was provided by Beaufort County for the SCDOT Secondary Roads with an AADT between 500 and 2000. The data was analyzed to understand the current condition of the subset of roads and identify any anomalies within the data that needed to be corrected.

SCDOT uses a proprietary pavement management software system called SCDOT Highway Pavement Management Application (HPMA). The condition of each roadway segment is indexed on a scale of 1-5 called the Pavement Quality Index (PQI). The PQI is used to represent the overall condition index and it based upon two indexes: Pavement Serviceability Index (PSI) and Pavement Distress Index (PDI). The PSI represents the roughness or "rideability" of the roadway and the PDI is used to represent the distresses that are present on that segment of road.

The SCDOT data also provided roadway characteristics such as AADT, segment termini, functional classification, and percentage of truck traffic that was used to characterize and prioritize the segments to develop the 5-year management plan.

AMT reviewed the SCDOT PQI data and identified a list of roads with anomalies within the data such as segments with abnormally low PQI or connected segments that had inconsistent PQI scores. That data was used to complete a field review of the data to confirm the PQI scores matched the condition of the road and update the scores as necessary to reflect the current conditions. This step ensured that AMT provided the County with an accurate assessment of this subset of the roadway network.

Based upon the SCDOT PQI Data, there are 105 State Secondary Routes with an AADT between 500 and 2000 totaling 101.65 miles. The routes are broken into 175 segments. The overall network PQI of all secondary roads in Beaufort County with an AADT between 500 and 2000 is 2.95 which rates on the line between a Fair & Good Condition Category. The overall secondary road network has historically rated slightly higher at 3.06. Each road segment was categorized as Very Good, Good, Fair, Poor, and Very Poor based on the following rating distribution.

Table 1 – SCDOT Pavement Quality Index (PQI) Summary

Pavement Quality Index (PQI)	Pavement Condition Description		Average PQI	Number of Segments	Length of Roadways (miles)	Percentage of Overall Roads Length
3.7-5.0		Very Good	3.82	22	19.754	19%
3.0-3.6		Good	3.31	47	29.514	29%
2.2-2.9		Fair	2.63	70	39.297	39%
1.8-2.1		Poor	2.02	19	8.624	8%
0.0-1.7		Very Poor	1.13	17	4.464	4%
Secondary Road Network PQI (500-2000 AADT) =			**2.95**	**175**	**101.653**	**100%**

The charts in Figures 2, 3, and 4 below summarize the pavement condition by road miles, road length, and area of repairs needed.

Figure 1 – PQI Condition Category by Road Miles

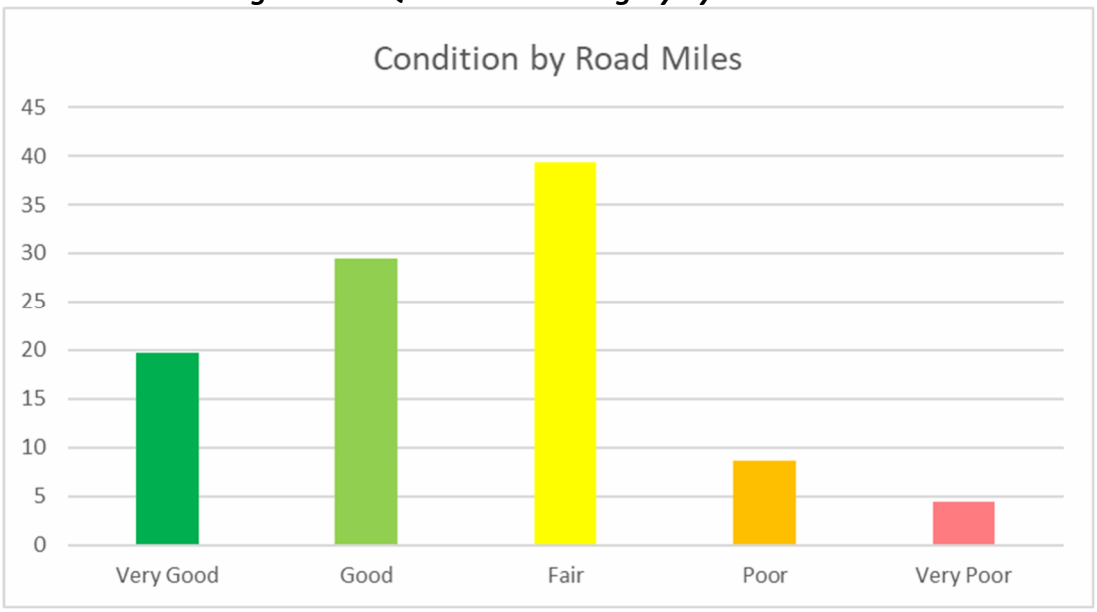


Figure 2– PQI Condition Category by Percentage of Total Road Length

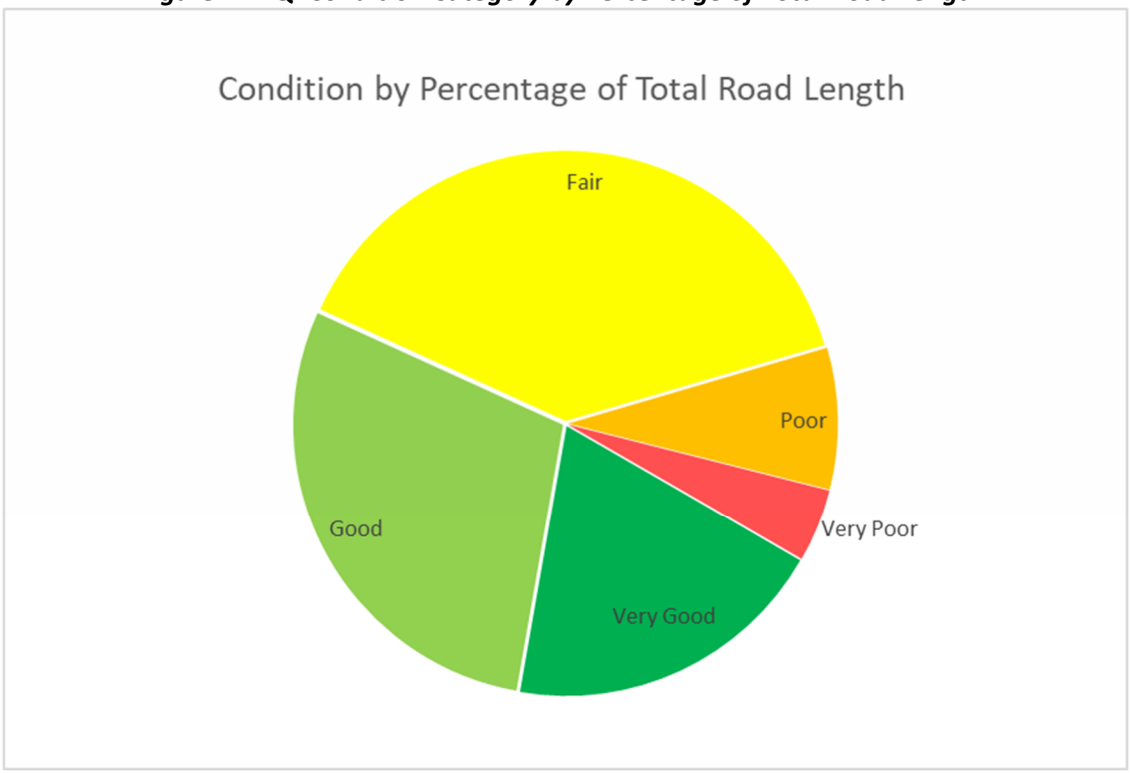
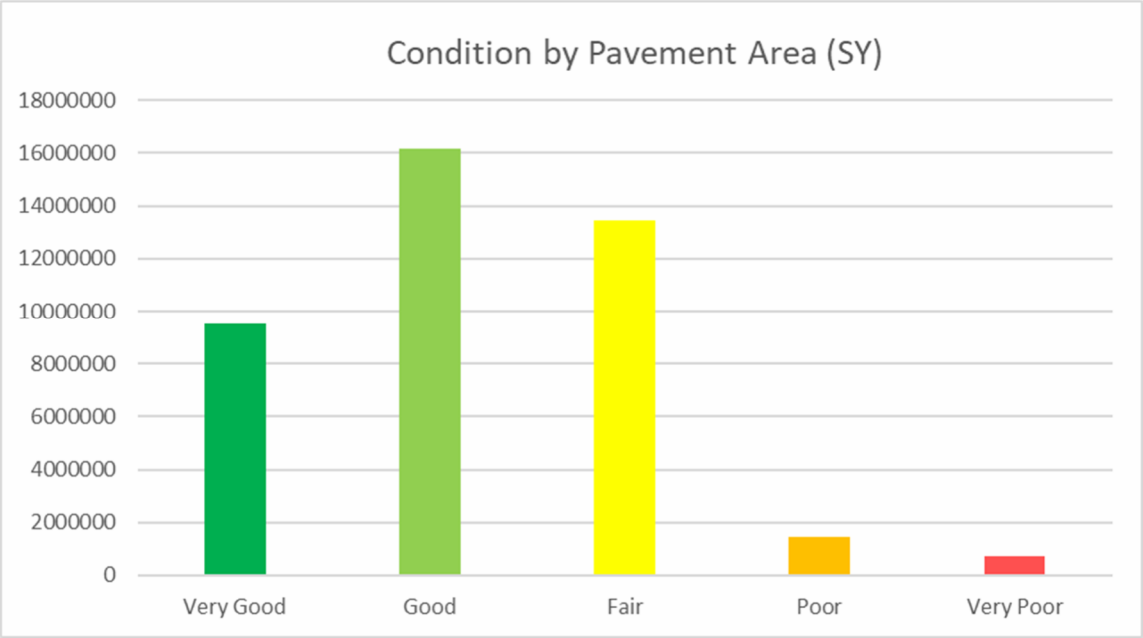


Figure 3 – PQI Condition Category by Square Yard



3.1. Priority Ranking

Selecting which roads to treat can be complicated as everyone has an opinion as to why their road should be first in line for resurfacing. Therefore, it is imperative that a ranking system is developed with the goals of the program in mind, it is logical, uses available data, defendable and easy for the public to understand why their government is making these decisions. SCDOT currently uses the following metrics to develop a Pavement Ranking Score (PRS):

– International Roughness Index (IRI)

– Pavement Quality Index (PQI)

– Functional Classification

– Percentage of Truck Traffic

– Amount of Patching

– SCDOT Freight Route

– SCDOT Strategic Route

– SCDOT Safety Target Route

Based on our understanding of the project and the Beaufort County goals and Pavement Management Manual, AMT proposed the following:

- **Pavement Quality Index (PQI)** – PQI is a composite index of Pavement Distress Index (PDI) and Pavement Serviceability Index (PSI). PDI is a measure of the amount and severity of distresses in the pavement such as rutting, cracking, raveling, and patching. The PSI accounts for the roughness felt in the roadway as a driver travels. This is measured using field measuring devices to calculate the IRI along the longitudinal profile of the roadway. Therefore, both IRI and Patching are accounted for in the PQI of each segment.

- **Functional Classification** – The functional classification of a roadway represents the character of the service they provide and ability to move traffic and provide access to adjacent properties. For example, local routes are typically found in neighborhoods and or rural communities and serve adjacent properties such as residential homes and businesses with limited side streets. Collectors and Arterials typically serve a high number of vehicles with a significant amount of feeder roads (local) that increase the amount of traffic on the collector road. For example, the main thoroughfare in a neighborhood would be a collector. Arterials take it a step higher and collect traffic from both collectors and locals and act as a major roadway for vehicles to traverse such as Ribaut Road or US278.

- **AADT** – The annualized average daily traffic is a measure of the number of vehicles that utilize a road on a daily basis and therefore account for the average number of users that may be impacted by the deterioration of a roadway.

- **Truck Traffic** – The percentage of truck traffic is a measure of the number of heavy vehicles that traverse the route. This is important because truck traffic can have a significant impact on the life of the roadway. Passenger Cars are almost negligible compared to the impact of heavy trucks on the life of pavement.

AMT proposed a composite priority ranking score with each of the factors above weighted by importance.

PRS = 70*(PQI Points) + 15*(Functional Class Points) + 10*(AADT Points) + 5*(Truck Traffic Points)

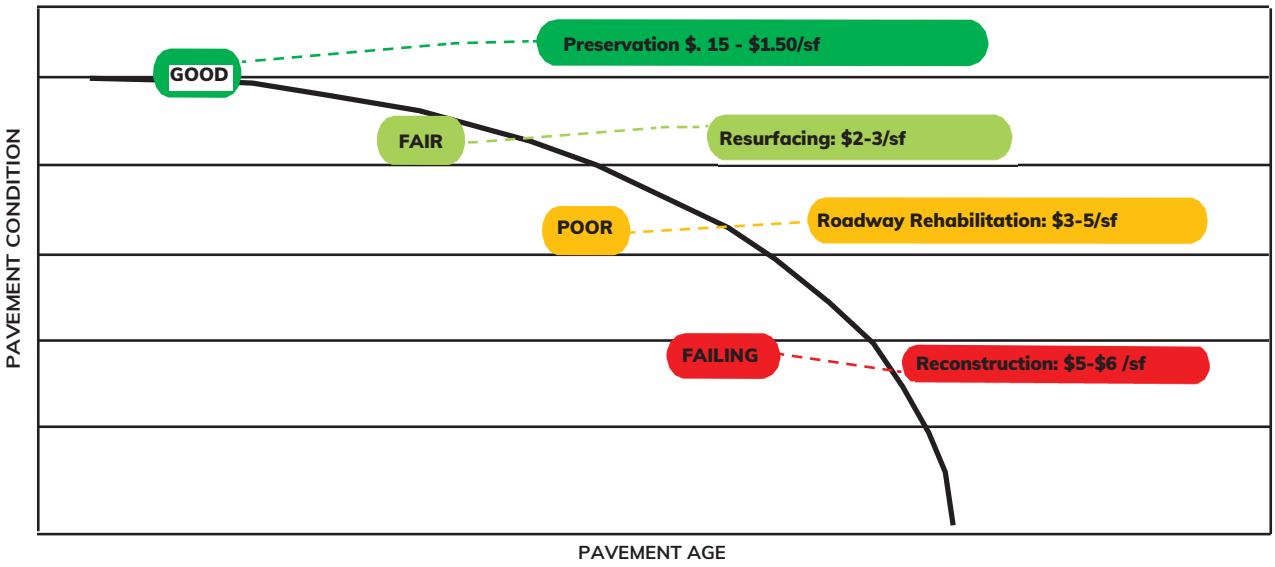
This placed a high importance on the pavement condition and feeder road impacts through the use of PQI and Functional Classification as 85% of the score.

3.2. Pavement Rehabilitation Recommendations

Pavements are one of the largest assets of the County and represent a tremendous capital investment. With such resources dedicated to pavements, and with them being greatly valued and appreciated by local stakeholders, taxpayers, and the traveling public, it is imperative that the serviceability of pavements be maintained in an efficient and effective manner to get the most out of taxpayer/user investment. The most effective method for maintaining pavement serviceability is to implement a maintenance plan that includes a pavement preservation program. This program is a planned system of pavement surface treatments designed to extend the life of a pavement using the effective budget resources (money, materials, energy, and time). To sum up the objective of a pavement preservation program, it is deciding

on "the right treatment on the right pavement at the right time". This concept is depicted with the Roadway Life Cycle Curve shown below. Performing the correct treatment during the life cycle can optimize agency's budgets to get the most out of their infrastructure dollars.

Figure 4 – Roadway Life Cycle Performance Curve



Recommended treatment measures are categorized as preservation, minor rehabilitation, major rehabilitation, and reconstruction based on the road's overall pavement condition rating as shown in Table 6. The type of recommended maintenance and rehabilitation strategy is shown in Table 7.

Table 2 – Pavement Rehabilitation Measures Based on Condition Rating

Pavement Quality Index	Pavement Condition Description	Rehabilitation Measures	Potential Treatment Types
3.7-5.0	Very Good	Preservation Treatment	Crack Seal, Fog Seal, Rejuvenator
3.0-3.6	Good	Preservation Treatment	Crack Seal, Scrub Seal, Chip Seal Microsurface, Thin-Lift HMA, Full Depth Patching
2.2-2.9	Fair	Minor Rehabilitation	Mill & Overlay, HMA Overlay, Full Depth Patching
1.8-2.1	Poor	Major Rehabilitation	Mill & Overlay, HMA Overlay, In-Place Recycling, Full Depth Patching
0.0-1.7	Very Poor	Reconstruction	Full Depth Patching, Full Depth Reclamation

Table 3 – Recommended Maintenance/Rehabilitation Based on Distress Type

Distress Type	Recommended Maintenance/Rehabilitation Strategies
Alligator Cracking	• If light, no treatment for hairline cracks. • If moderate, mill/overlay. • If severe and localized, full-depth patch. • If extensive, major rehabilitation or reconstruction.
Transverse Cracking (Block/Transverse/Reflective Cracking)	• If light or isolated, crack seal and surface treatments. • If severe and isolated, mill/overlay. • If block pattern and moderate, mill/overlay. • If block pattern and severe, full depth patch.
Rutting	• Full-depth patching.
Raveling	• If light, surface treatments. • If moderate to extensive, major rehabilitation.
Oxidation/Weathering	• If light, surface treatments. • If moderate to extensive, major rehabilitation.
Bleeding	• Spread hot sand, rock screenings, or coarse aggregates.
Patching	• Full-depth patching.

4. PAVEMENT MANAGEMENT RECOMMENDATIONS

We developed the 5-Year Fiscally Constrained Pavement Maintenance Plan using the Priority Ranking Scores determined for each road segment. We sorted them with performing continuous projects in mind but note that there are several small spot project locations that can be used as budget filler projects within a given year's repair program. We acknowledge that other factors may be considered when programming the project sequence including the condition of immediately adjacent road segments, current and projected traffic volumes, coordination with other capital projects like utility repairs and upgrades, and funding availability.

The planning level cost estimates prepared included costs for Crack Sealing, Scrub Seal, Thin Lift Asphalt Overlays, Full Depth Patching (Light), Full Depth Patching (Moderate), Full Depth Patching (Heavy), 1.5" Overlay, Mill and Fill 1.5", Full Depth Reclamation, pavement lane striping, and a maintenance of traffic cost associated with lane closures during construction. The estimates also include cost for Mobilization, Traffic Control, and Pavement Markings.

The improvements were assumed to occur over multiple years based on $550,000 annually. The estimates are recommended to be increased with a 3% escalation per year. A Design Contingency of 20% should be assumed for any projects that are more than simple maintenance that requires engineering design effort.

Currently, it costs Beaufort County $350,000 to $400,000 to complete Minor Rehabilitation and $400,000 to $475,000 to complete Major Rehabilitation work on paved roads. This subset of the secondary road

network has approximately 50 miles of roadway that requires Minor Rehabilitation, Major Rehabilitation or Reconstruction. SCDOT has plans to complete all the recommended Reconstruction projects and some of the Major Rehabilitation Projects. Based upon the priority ranking scores and available funds, AMT recommends the County continue completing Rehabilitation projects and working with SCDOT to complete additional Reconstruction & Rehabilitation projects to reduce the overall backlog of roads in Fair to Very Poor Condition.

APPENDICES

Appendix A: Project Level Recommendations

Beaufort County State Secondary Roads 500-2000 AADT 5 Year Plan

Road Segement Details								Pavement Condition				Estimated Cost	Treatment Category	Predicted Treatment	Treatment Year	Route Significance			Traffic Volume			Percentage of Heavy Vehicles			Prioirty Ranking				
Route Type	Route Num	BMP	EMP	Length	Width	Area (SY)	Street Name	PQI MRM	PQI	PQI Points	PQI Score					Functional Class	Functional Class Points	Functional Class Score	AADT	AADT Points	AADT Score	% Trucks	% Trucks Points	% Trucks Score	SCDOT PRS	SCDOT Rank	BC PRS	BC Rank	AVG Rank
S-	623	1.54	1.7	0.16	21	1971.2	JASPERSTONE CIR	1.63	1.63	10	700	$76,817.66	Major Rehab	Mill & Overlay & High FDP	1	Rural - Local	2	30	1950	10	100	5.1%	2	10	620	11	840	7	9
S-	623	1.354	1.5	0.146	21	1798.72	JASPERSTONE CIR	1.84	1.84	10	700	$60,706.80	Major Rehab	Mill & Overlay & Medium FDP	1	Urban - Local	2	30	1950	10	100	5.1%	2	10	650	5	840	9	7
S-	672	0	0.67	0.67	21	8254.4	BIG RD	1.6	1.6	10	700	$321,673.97	Major Rehab	Mill & Overlay & High FDP	1	Urban - Local	2	30	1300	8	80	5.1%	2	10	605	15	820	17	16
S-	603	0	0.1	0.1	21	1232	BE WHEATLEY DR	0.51	0.51	10	700	$48,011.04	Major Rehab	Mill & Overlay & High FDP	1	Urban - Local	2	30	800	6	60	5.1%	2	10	605	13	800	19	16
S-	603	0.1	0.18	0.08	21	985.6	BE WHEATLEY DR	1.35	1.35	10	700	$38,408.83	Major Rehab	Mill & Overlay & High FDP	1	Urban - Local	2	30	800	6	60	5.1%	2	10	560	28	800	20	24
S-	623	1.5	1.54	0.04	21	492.8	JASPERSTONE CIR	2.51	2.51	6	420	$10,644.48	Minor Rehab	Mill & Overlay	1	Urban - Local	2	30	1950	10	100	5.1%	2	10	470	55	560	56	55.5
S-	138	0	0.18	0.18	21	2217.6	LAFAYETTE ST	1.76	1.74	10	700	$74,844.00	Major Rehab	Mill & Overlay & Medium FDP	2	Urban - Major Collector	6	90	650	4	40	4.6%	2	10	565	27	840	8	17.5
S-	363	0	0.29	0.29	21	3572.8	ELLIOTT ST	0.3	0.3	10	700	$139,232.02	Major Rehab	Mill & Overlay & High FDP	2	Urban - Local	2	30	550	4	40	5.1%	2	10	635	7	780	22	14.5
S-	105	0	0.56	0.56	21	6899.2	CONGRESS ST	1.83	1.83	10	700	$232,848.00	Major Rehab	Mill & Overlay & Medium FDP	2	Urban - Local	2	30	500	4	40	5.1%	2	10	590	21	780	26	23.5
S-	62	0.2	0.26	0.06	21	739.2	CRAVEN ST	2.13	2.13	9	630	$24,948.00	Major Rehab	Mill & Overlay & Medium FDP	2	Urban - Local	2	30	1850	10	100	5.1%	2	10	600	20	770	29	24.5
S-	62	0.26	0.31	0.05	21	616	CRAVEN ST	2.35	2.35	7	490	$13,305.60	Minor Rehab	Mill & Overlay	2	Urban - Local	2	30	1450	8	80	5.1%	2	10	520	40	610	51	45.5
S-	62	0	0.2	0.2	21	2464	CRAVEN ST	2.53	2.53	6	420	$53,222.40	Minor Rehab	Mill & Overlay	2	Urban - Local	2	30	1850	10	100	5.1%	2	10	475	52	560	57	54.5
S-	253	0.36	0.83	0.47	21	5790.4	SOUTHSIDE BLVD	1.78	1.78	10	700	$195,426.00	Major Rehab	Mill & Overlay & Medium FDP	3	Urban - Local	2	30	1600	10	100	2.4%	1	5	570	25	835	16	20.5
S-	153	0	0.55	0.55	21	6776	JOHNNY MORRALL CIR	1.14	1.14	10	700	$264,060.72	Major Rehab	Mill & Overlay & High FDP	3	Urban - Local	2	30	550	4	40	5.1%	2	10	605	14	780	23	18.5
S-	764	0	0.3	0.3	21	3696	BURTON HILL RD	2.25	2.25	8	560	$79,833.60	Minor Rehab	Mill & Overlay	3	Urban - Local	2	30	2000	10	100	5.1%	2	10	540	34	700	36	35
S-	253	0.3	0.36	0.06	21	739.2	SOUTHSIDE BLVD	2.2	2.2	8	560	$15,966.72	Minor Rehab	Mill & Overlay	3	Urban - Local	2	30	800	6	60	3.6%	1	5	505	44	655	45	44.5
S-	253	0	0.3	0.3	21	3696	SOUTHSIDE BLVD	3.53	3.53	1	70	$79,833.60	Minor Rehab	Mill & Overlay	3	Urban - Local	2	30	800	6	60	3.6%	1	5	145	166	165	167	166.45
S-	37	0	1.22	1.22	21	15030.4	CLUB BRIDGE RD	2.23	2.2	8	560	$507,276.00	Major Rehab	Mill & Overlay & Medium FDP	4	Rural - Major Collector	6	90	1550	10	100	6.3%	3	15	525	36	765	31	33.5
S-	263	0.85	1.219	0.369	21	4546.08	PINE GROVE RD	2.07	2.07	9	630	$130,927.10	Major Rehab	Overlay & Medium FDP	5	Urban - Local	2	30	1550	10	100	5.1%	2	10	540	33	770	28	30.5
S-	263	2.539	2.659	0.12	21	1478.4	PINE GROVE RD	2.42	2.42	7	490	$34,594.56	Minor Rehab	Overlay & Light FDP	5	Urban - Major Collector	6	90	1550	10	100	3.8%	1	5	440	64	685	38	51
S-	263	2.659	3.269	0.61	21	7515.2	PINE GROVE RD	2.39	2.39	7	490	$175,855.68	Minor Rehab	Overlay & Light FDP	5	Urban - Local	2	30	1550	10	100	3.8%	1	5	435	65	625	50	57.5
S-	263	1.219	2.539	1.32	21	16262.4	PINE GROVE RD	2.8	2.8	4	280	$380,540.16	Minor Rehab	Overlay & Light FDP	5	Urban - Local	2	30	1550	10	100	3.8%	1	5	315	104	415	90	97
S-	387	0	0.42	0.42	21	5174.4	COLONY GARDENS RD	2.06	2.06	9	630	$174,636.00	Major Rehab	Mill & Overlay & Medium FDP	6	Urban - Local	2	30	1250	8	80	5.1%	2	10	605	19	750	32	25.5
S-	263	0.119	0.85	0.731	21	9005.92	MORRALL DR	2.07	2.07	9	630	$303,949.80	Major Rehab	Mill & Overlay & Medium FDP	6	Urban - Local	2	30	1000	6	60	3.8%	1	5	525	37	725	34	35.5
S-	266	0.5	0.62	0.12	21	1478.4	YOUMANS DR	2.45	2.45	7	490	$31,933.44	Minor Rehab	Mill & Overlay	6	Urban - Local	2	30	1250	8	80	5.3%	2	10	485	50	610	52	51

Beaufort County State Secondary Roads 500-2000 AADT Year 1

Road Segement Details								Pavement Condition				Estimated Cost	Treatment Category	Predicted Treatment	Treatment Year	Route Significance			Traffic Volume			Percentage of Heavy Vehicles			Prioirty Ranking				
Route Type	Route Num	BMP	EMP	Length	Width	Area (SY)	Street Name	PQI MRM	PQI	PQI Points	PQI Score					Functional Class	Functional Class Points	Functional Class Score	AADT	AADT Points	AADT Score	% Trucks	% Trucks Points	% Trucks Score	SCDOT PRS	SCDOT Rank	BC PRS	BC Rank	AVG Rank
S-	623	1.54	1.7	0.16	21	1971.2	JASPERSTONE CIR	1.63	1.63	10	700	$76,817.66	Major Rehab	Mill & Overlay & High FDP	1	Rural - Local	2	30	1950	10	100	5.1%	2	10	620	11	840	7	9
S-	623	1.354	1.5	0.146	21	1798.72	JASPERSTONE CIR	1.84	1.84	10	700	$60,706.80	Major Rehab	Mill & Overlay & Medium FDP	1	Urban - Local	2	30	1950	10	100	5.1%	2	10	650	5	840	9	7
S-	672	0	0.67	0.67	21	8254.4	BIG RD	1.6	1.6	10	700	$321,673.97	Major Rehab	Mill & Overlay & High FDP	1	Urban - Local	2	30	1300	8	80	5.1%	2	10	605	15	820	17	16
S-	603	0	0.1	0.1	21	1232	BE WHEATLEY DR	0.51	0.51	10	700	$48,011.04	Major Rehab	Mill & Overlay & High FDP	1	Urban - Local	2	30	800	6	60	5.1%	2	10	605	13	800	19	16
S-	603	0.1	0.18	0.08	21	985.6	BE WHEATLEY DR	1.35	1.35	10	700	$38,408.83	Major Rehab	Mill & Overlay & High FDP	1	Urban - Local	2	30	800	6	60	5.1%	2	10	560	28	800	20	24
S-	623	1.5	1.54	0.04	21	492.8	JASPERSTONE CIR	2.51	2.51	6	420	$10,644.48	Minor Rehab	Mill & Overlay	1	Urban - Local	2	30	1950	10	100	5.1%	2	10	470	55	560	56	55.5

Beaufort County State Secondary Roads 500-2000 AADT Year 2

Road Segement Details								Pavement Condition				Estimated Cost	Treatment Category	Predicted Treatment	Treatment Year	Route Significance			Traffic Volume			Percentage of Heavy Vehicles			Prioirty Ranking				
Route Type	Route Num	BMP	EMP	Length	Width	Area (SY)	Street Name	PQI MRM	PQI	PQI Points	PQI Score					Functional Class	Functional Class Points	Functional Class Score	AADT	AADT Points	AADT Score	% Trucks	% Trucks Points	% Trucks Score	SCDOT PRS	SCDOT Rank	BC PRS	BC Rank	AVG Rank
S-	138	0	0.18	0.18	21	2217.6	LAFAYETTE ST	1.76	1.74	10	700	$74,844.00	Major Rehab	Mill & Overlay & Medium FDP	2	Urban - Major Collector	6	90	650	4	40	4.6%	2	10	565	27	840	8	17.5
S-	363	0	0.29	0.29	21	3572.8	ELLIOTT ST	0.3	0.3	10	700	$139,232.02	Major Rehab	Mill & Overlay & High FDP	2	Urban - Local	2	30	550	4	40	5.1%	2	10	635	7	780	22	14.5
S-	105	0	0.56	0.56	21	6899.2	CONGRESS ST	1.83	1.83	10	700	$232,848.00	Major Rehab	Mill & Overlay & Medium FDP	2	Urban - Local	2	30	500	4	40	5.1%	2	10	590	21	780	26	23.5
S-	62	0.2	0.26	0.06	21	739.2	CRAVEN ST	2.13	2.13	9	630	$24,948.00	Major Rehab	Mill & Overlay & Medium FDP	2	Urban - Local	2	30	1850	10	100	5.1%	2	10	600	20	770	29	24.5
S-	62	0.26	0.31	0.05	21	616	CRAVEN ST	2.35	2.35	7	490	$13,305.60	Minor Rehab	Mill & Overlay	2	Urban - Local	2	30	1450	8	80	5.1%	2	10	520	40	610	51	45.5
S-	62	0	0.2	0.2	21	2464	CRAVEN ST	2.53	2.53	6	420	$53,222.40	Minor Rehab	Mill & Overlay	2	Urban - Local	2	30	1850	10	100	5.1%	2	10	475	52	560	57	54.5

Beaufort County State Secondary Roads 500-2000 AADT Year 3

Road Segement Details								Pavement Condition				Estimated Cost	Treatment Category	Predicted Treatment	Treatment Year	Route Significance			Traffic Volume			Percentage of Heavy Vehicles			Prioirty Ranking				
Route Type	Route Num	BMP	EMP	Length	Width	Area (SY)	Street Name	PQI MRM	PQI	PQI Points	PQI Score					Functional Class	Functional Class Points	Functional Class Score	AADT	AADT Points	AADT Score	% Trucks	% Trucks Points	% Trucks Score	SCDOT PRS	SCDOT Rank	BC PRS	BC Rank	AVG Rank
S-	253	0.36	0.83	0.47	21	5790.4	SOUTHSIDE BLVD	1.78	1.78	10	700	$195,426.00	Major Rehab	Mill & Overlay & Medium FDP	3	Urban - Local	2	30	1600	10	100	2.4%	1	5	570	25	835	16	20.5
S-	153	0	0.55	0.55	21	6776	JOHNNY MORRALL CIR	1.14	1.14	10	700	$264,060.72	Major Rehab	Mill & Overlay & High FDP	3	Urban - Local	2	30	550	4	40	5.1%	2	10	605	14	780	23	18.5
S-	764	0	0.3	0.3	21	3696	BURTON HILL RD	2.25	2.25	8	560	$79,833.60	Minor Rehab	Mill & Overlay	3	Urban - Local	2	30	2000	10	100	5.1%	2	10	540	34	700	36	35
S-	253	0.3	0.36	0.06	21	739.2	SOUTHSIDE BLVD	2.2	2.2	8	560	$15,966.72	Minor Rehab	Mill & Overlay	3	Urban - Local	2	30	800	6	60	3.6%	1	5	505	44	655	45	44.5
S-	253	0	0.3	0.3	21	3696	SOUTHSIDE BLVD	3.53	3.53	1	70	$79,833.60	Minor Rehab	Mill & Overlay	3	Urban - Local	2	30	800	6	60	3.6%	1	5	145	166	165	167	166.45

Beaufort County State Secondary Roads 500-2000 AADT Year 4

Road Segement Details								Pavement Condition				Estimated Cost	Treatment Category	Predicted Treatment	Treatment Year	Route Significance			Traffic Volume			Percentage of Heavy Vehicles			Prioirty Ranking				
Route Type	Route Num	BMP	EMP	Length	Width	Area (SY)	Street Name	PQI MRM	PQI	PQI Points	PQI Score					Functional Class	Functional Class Points	Functional Class Score	AADT	AADT Points	AADT Score	% Trucks	% Trucks Points	% Trucks Score	SCDOT PRS	SCDOT Rank	BC PRS	BC Rank	AVG Rank
S-	37	0	1.22	1.22	21	15030.4	CLUB BRIDGE RD	2.23	2.2	8	560	$507,276.00	Major Rehab	Mill & Overlay & Medium FDP	4	Rural - Major Collector	6	90	1550	10	100	6.3%	3	15	525	36	765	31	33.5

Beaufort County State Secondary Roads 500-2000 Year 5

Road Segement Details								Pavement Condition				Estimated Cost	Treatment Category	Predicted Treatment	Treatment Year	Route Significance			Traffic Volume			Percentage of Heavy Vehicles			Prioirty Ranking				
Route Type	Route Num	BMP	EMP	Length	Width	Area (SY)	Street Name	PQI MRM	PQI	PQI Points	PQI Score					Functional Class	Functional Class Points	Functional Class Score	AADT	AADT Points	AADT Score	% Trucks	% Trucks Points	% Trucks Score	SCDOT PRS	SCDOT Rank	BC PRS	BC Rank	AVG Rank
S-	263	0.85	1.219	0.369	21	4546.08	PINE GROVE RD	2.07	2.07	9	630	$130,927.10	Major Rehab	Overlay & Medium FDP	5	Urban - Local	2	30	1550	10	100	5.1%	2	10	540	33	770	28	30.5
S-	263	2.539	2.659	0.12	21	1478.4	PINE GROVE RD	2.42	2.42	7	490	$34,594.56	Minor Rehab	Overlay & Light FDP	5	Urban - Major Collector	6	90	1550	10	100	3.8%	1	5	440	64	685	38	51
S-	263	2.659	3.269	0.61	21	7515.2	PINE GROVE RD	2.39	2.39	7	490	$175,855.68	Minor Rehab	Overlay & Light FDP	5	Urban - Local	2	30	1550	10	100	3.8%	1	5	435	65	625	50	57.5
S-	263	1.219	2.539	1.32	21	16262.4	PINE GROVE RD	2.8	2.8	4	280	$380,540.16	Minor Rehab	Overlay & Light FDP	5	Urban - Local	2	30	1550	10	100	3.8%	1	5	315	104	415	90	97