

Laurens County Transportation Plan

Overview - This Laurens County Transportation Plan, as adopted by the Laurens County Transportation Committee (CTC), is submitted to the South Carolina Department of Transportation (SCDOT) for its approval in accordance with the provisions of S. C. Code Section 12-28-2740 as passed by the 1993 General Assembly. It should be reviewed periodically and when future changes are made a new or revised plan is to be forwarded to the SCDOT for approval.

The CTC administers its own C Program and is composed of members appointed by the Laurens County Legislative Delegation and serve at the pleasure of that delegation. The committee members must be made up of fair representation from municipalities and unincorporated areas of the county. As all committee members are appointed by the delegation a letter of resignation must be submitted should they not be able to continue on the committee or should they decide to leave the committee. Any changes to the CTC membership and/or officers should be sent to the SCDOT "C" Program office.

Officers of the CTC shall be elected by a quorum of sitting committee members and the elected officers will serve a two-year term. Officers may be re-elected to the same office [but only serve a maximum of two consecutive terms](#). The offices of the CTC will consist of a Chairperson, Vice-Chairperson, Secretary, and Treasurer. The Chairperson will preside over all meetings unless unable to attend at which time the Vice-Chairperson will act as Chairperson.

The CTC shall meet at 2 PM on the fourth Thursday of each month. However, in the event a change in date becomes necessary the committee may re-schedule the meeting after voting on an appropriate time and date. [The public and media is invited to attend any meeting.](#)

The CTC is committed to working with and assisting the Laurens SCDOT, Laurens County Department of Public Works, local municipalities, and unincorporated areas of the county. Each member is expected to report any roadway condition that has been brought to their attention or that they have seen and believe is not safe.

[A minimum of 33% of apportioned C-fund money is to be expended on state owned roads and facilities.](#)

Mission: To meet the transportation needs of Laurens County and provide the citizens and visitors to Laurens County with the best and safest roads and bridges, and improving as many transportation facilities as possible through the utilization of funds allocated to the county from the SCDOT C Program.

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Goal: To ascertain and prioritize roads or other transportation facilities that should be considered for improvement which will provide the motoring public safe travel.

- 1) Each year Laurens SCDOT and Department of Public Works will comprise a list of roads or other transportation facilities that will be considered for improvement. Any citizen or committee member may request that a road be included in the appropriate list. The state-owned roads will be visually inspected in, or around, August and the county owned roads will be inspected in, or around, February.
- 2) All committee members will jointly ride these roads and will assign a numerical value that is used for determining the priority of need. The numerical values are: (1) Top Priority - an existing condition that may present a hazard to the motoring public or the state of deterioration is such that normal traffic flow is impaired (2) If Funds Available - roads that may not be in such disrepair that they qualify as top priority but should be considered if remaining funds will meet the estimated cost (3) Future Years Project - roadway that shows normal signs of wear and repair work is not deemed necessary at this time. Each member gives each road a numerical rating (1, 2, or 3) and these ratings are added together to produce a sum rating that is then divided by the number of members with the end result producing an Average Rating.
- 3) An Average Daily Traffic Multiplier (ADTM) (Exhibit A) is applied, where possible, to the Average Rating giving a final rating of each road that is used in determining the priority of all roads. Using the multiplier will give proper consideration to roads with differing traffic volumes. The more traffic on a road usually causes the roadway to wear out sooner than a road with low traffic volume. The lower the final rating, the worse the road.

Special requests, not related to roadways, that are approved by the SCDOT will be reviewed on a case by case basis and given proper consideration.

Laurens SCDOT and Laurens County Department of Public Works will gather and provide all pertinent information regarding any project that they send to the CTC for consideration under the C-fund program. Each of these departments is solely responsible for all contractual work approved by the CTC on state owned infrastructure or county owned infrastructure. They will provide the following services for each project: (A) Design engineering, (B) Acquisition of Right-of-Way, (C) Procurement of construction contracts, and (D) Project supervision.


Chairperson Signature


Vice-Chairperson Signature

Amended July 23, 2020

Exhibit A

ADT Multiplier

When evaluating roads, we look at many things in addition to the condition of the asphalt itself. One in particular that plays into the resulting wear of the road is average daily traffic count (ADT). If you have two roads that are in similar condition with similar construction it stands to reason that the one with a higher traffic count is going to encounter problems faster than one with a low traffic count. A good analogy would be carpet in a high traffic area wears out sooner than that of a room that is seldom used. So how can we use this in our road evaluations? One idea is to use a multiplier based on ADT. In our case the multiplier used for roads with a higher ADT should reduce the road rating (remember the lower the rating, the worse the road). The multipliers could be as follows:

ADT Multiplier

0-500 > 1

501-1000 > .95

1001- 1500 > .85

1501-2500 > .75

2500+ > .70

To consider the concept, let's look at an example. Road A is a relatively low volume road with an ADT of 300. It receives an average score of 2.68 from the CTC ride. Road B is a relatively high volume secondary road with an ADT of 1200. It receives an average score of 2.85 from the CTC ride. Road A may be a little worse, but with the relatively low traffic, it should hold up longer than Road B subjected to the higher traffic. By using a multiplier to take into account ADT we can reflect this fact.

Example: Road "A" rating of 2.68×1 (<501 ADT) = 2.68

Road "B" rating of 2.85×1 (ADT 1000-1500) = 2.42

Prepared by Adam Hedden, Laurens SCDOT

Amended by: Joe Sturm, C-Program Administrator; July 29, 2020