



# Fiscal Year 2021 - 2026 Transportation Improvement Program



## Greenville-Pickens Area Transportation Study

Prepared by GPATS Staff  
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## Introduction

The Greenville-Pickens Area Transportation Study (GPATS) is the Metropolitan Planning Organization (MPO) for the Greenville urbanized area. GPATS serves parts of five counties: Greenville, Pickens, Anderson, Spartanburg, and Laurens (see Map on following page).

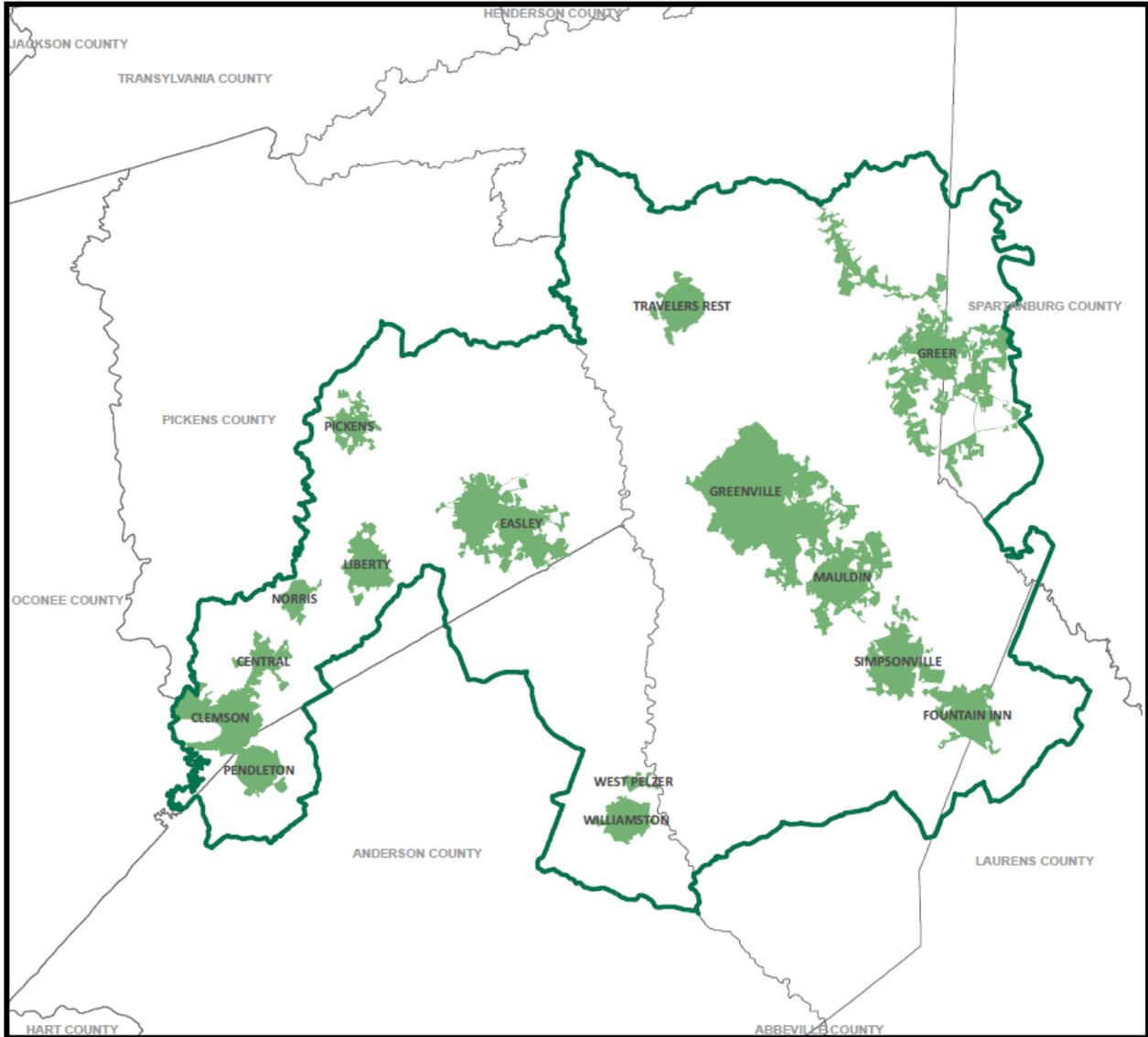
Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or more to create an MPO. Each MPO must develop a cooperative, comprehensive, and continuing transportation planning process in order to qualify for Federal funding for transportation projects.

Three major products developed by GPATS are a Transportation Improvements Program (TIP), a Long Range Transportation Plan (LRTP), and a Unified Planning Work Program (UPWP). Opportunities for public input are advertised and public comments are actively solicited for each of these planning documents.

The TIP is a short-range program that schedules projects to be funded in the next six years, and indicates project priorities. Projects move from the LRTP to the TIP based on the priorities established in the LRTP. The TIP includes only those projects for which funding is available, and a project cannot be included in the TIP unless it is in the LRTP. The TIP draws projects from all of the various components of the LRTP and schedules them for implementation.

Projects included in the GPATS TIP are scheduled for implementation over FY 2020-2025. 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 long-range plan, funding availability, and the scheduling requirements of the state and federal governments. Highway projects are included in the TIP to reflect activities ranging from pre-construction activities, right of way acquisition, and construction. Transit projects also are included to reflect planning, operating expenses, and capital funds. Most large projects are funded in phases over several years, while smaller projects may be fully funded in a single year in the TIP. Regardless of schedule, a project must be included in the TIP in order to be eligible for funding. When a project advances to the TIP, initial planning for the project has been completed and implementation begins.

Figure 1: GPATS Study Area



Counties

- Greenville County
- Pickens County
- Anderson County
- Spartanburg County
- Laurens County

Municipalities

- Greenville
- Greer
- Mauldin
- Simpsonville
- Fountain Inn

Traveler's Rest

- Easley
- Clemson
- Central
- Pickens
- Liberty
- Norris
- Pendleton
- Williamston
- West Pelzer
- Pelzer

## Process

GPATS is composed of four committees: a Policy Committee, Study Team, Transit Coordinating Committee, and Bicycle and Pedestrian Coordinating Committee that administers the planning activities and review MPO programs and projects. The transportation planning staff also attends or is involved with other municipal boards, commissions and resource agencies.

The Policy Committee is the decision-making body that ultimately approves plans, projects, and funding. The Policy Committee consists of 30 voting members; 27 are city, county, and state elected officials, two are SCDOT transportation commissioners who represent the GPATS area, and one is the chair of the Greenville Transit Authority. Ex-officio members of the Policy Committee include county planning directors, Commissioners, and CTC Chairs. Policy Committee members are listed below.

<b>Representation</b>	<b>Name</b>
Greenville County Council	Butch Kirven (Chair)
Pickens Legislative Delegation	Sen. Rex Rice (Vice-Chair)
Greenville Legislative Delegation	Sen. Karl B. Allen
Greenville Legislative Delegation	Rep Mike Burns
Greenville Legislative Delegation	Sen. Ross Turner
Greenville Legislative Delegation	Sen. Dwight Loftis
Greenville Legislative Delegation	Rep. Garry Smith
Pickens Legislative Delegation	Rep. Neal Collins
Pickens County Council	Roy Costner
Pickens County Council	Carl Hudson
Anderson Legislative Delegation	Sen. Richard Cash
Anderson County Council	Jimmy Davis
SCDOT Commissioner, District 3	Ben Davis
SCDOT Commissioner, District 3	Woody Willard
Greenville County Council	Liz Seman
Greenville County Council	Xanthene Norris
Greenville County Council	Willis Meadows
Greenville County Council	Dan Tripp
Mayor of Greenville	Knox White
Mayor of Greer	Rick Danner
Mayor of Simpsonville	Paul Shewmaker
Mayor of Mauldin	Terry Merritt
Mayor of Travelers Rest	Brandy Amidon
Mayor of Fountain Inn	G.P. McLeer
Mayor of Easley	Butch Womack
Mayor of Pickens	Fletcher Perry
Mayor of Clemson	J.C. Cook
Mayor of Liberty	Brian Petersen
Mayor of Williamston	Mack Durham
Greenville Transit Authority Board Chair	Dick O'Neill

The Study Team develops and reviews planning documents, projects, plans, and makes recommendations to the Policy Committee. The Study Team consists of the technical staff from city and county governments, Greenville Transit Authority (GTA), Appalachian COG, SCDOT, FHWA, and FTA. Staff from other resource agencies – including the S.C. Department of Health and Environmental Control Bureau of Air Quality, and the U.S. Environmental Protection Agency – is involved in Study Team meetings on an as-needed basis.

The Transit Coordinating Committee (TCC) meets to discuss, coordinate, and recommend transit projects and policies for GPATS. Members include staff from GPATS, GTA/Greenlink, CAT, Clemson University, and jurisdictions served by transit.

The Bicycle and Pedestrian Coordinating Committee (BPCC) meets to discuss and make recommendations about projects, programs, and policies related to bike and pedestrian infrastructure needs in the GPATS study area. Committee members include staff from GPATS and local jurisdictions in the GPATS Study Team.

## Products

### *Transportation Improvement Program (TIP)*

The TIP is developed every two years, and allows local and state officials to set priorities for spending federal highway and transit funds available to the GPATS region. The TIP is developed cooperatively with South Carolina Department of Transportation. Projects cannot be placed in the TIP unless they are first included in the LRTP. Once the TIP is approved by GPATS Policy Committee and the South Carolina Transportation Commission, the TIP is submitted to FHWA and FTA for review.

The priority of the projects in the TIP is established through consultation between the Study Team and Policy Committee. The Study Team ranks projects 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 Policy Committee may adjust and modify the Study Team recommendations based on policy considerations and available funding.

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

The LRTP describes the policies, strategies, and facilities proposed for construction in the metropolitan planning area during the next 25 years. The LRTP recommends transportation projects that will provide for the transportation needs of the area. The plan includes a listing of all transportation projects that can be built with the federal, state, and local funding that is expected to be available.

The LRTP includes highway construction projects, congestion management projects, freight-related projects, mass transit projects, and 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.

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

The UPWP is the element of the planning process that identifies the planning activities to be completed by GPATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for funding. The GPATS UPWP is updated annually.

## **Public Involvement**

GPATS follows a Participation Plan that details the approach, and framework to the public involvement process, and activities that are followed to ensure full and effective public engagement in the planning process. A variety of methods are used to solicit public input, including small group presentations, news releases, distribution of printed and electronic newsletters, surveys, public workshops, development of corridor studies and area plans, and public hearings.

## Performance Measures and Targets

Performance management involves using performance-based planning and programming to make investment and policy decisions. Performance-Based Planning and Programming (PBPP) refers to the methods utilized by transportation agencies to apply performance management to their planning and programming processes, ensuring long-term and short-term transportation investment decisions are based on the ability to meet goals. This includes using detailed data collected from the system to measure trends, set targets, and to monitor if those targets are being met. As a federal requirement, the State and local Metropolitan Planning Organizations (MPOs) are responsible for developing Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) using this performance-driven, outcome-based approach to planning.

Regional performance must be monitored in seven national goal areas: Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, Environmental Stability, and Reduced Project Delivery Delay. At this time, only a small number of these goal areas have measures and targets associated with them by the State. These are listed below.

### *Safety*

South Carolina has the highest fatality rate in the nation. It is abnormally high when compared to the National fatality rate and the rate of other Southeastern states. In an attempt to combat rising trends, South Carolina created a Strategic Highway Safety Plan called Target Zero and sets and monitors safety performance targets as required by FAST Act legislation. SCDOT has begun conducting safety audits for the State's MPOs as a tool to enable regional entities to combat safety problems as well. A regional safety audit for the GPATS region can be found online here: <http://gpats.org/Programs/Safety.aspx>

Currently, there are twenty nine projects in the safety category alone across the Counties of Greenville, Pickens, Laurens, Anderson, and Spartanburg in the State Transportation Improvement Program (STIP). These include everything from interstate safety improvements to standard intersection safety improvements. On August 31<sup>st</sup>, 2020, the South Carolina Department of Transportation (SCDOT) set new annual safety targets for five measures: Traffic Fatalities, Fatality Rate, Severe Injuries, Severe Injury Rate, and Non-motorized Fatalities and Severe Injuries combined. The targets are based on baseline information generated using an analysis of data relating to each measure using a five year rolling average. The state estimated reductions in fatalities and severe injuries by looking at existing and planned safety initiatives and set the safety targets below. These targets were adopted by the Greenville-Pickens Area Transportation Study (GPATS) Policy Committee on October 19<sup>th</sup>, 2020. These targets will inform all decisions made in the TIP and LRTP.

Projects implementing safety improvements will receive extra points in the prioritization process. For example, projects like the US 29 corridor improvement project (#2 in Horizon2040) and the Wade Hampton Access Management project (#6 in Horizon2040) will help eliminate curb cuts and left turns, and theoretically decrease collisions at these points of conflict. These safety improvements layered on extra points to these projects during the ranking process. Safety projects are not limited by any boundaries. Just as intersection improvements on SC 153 in Anderson

County, which can be currently seen in the GPATS TIP, received safety points from GPATS, the intersection improvement project of US 76 and S-72 in Laurens County targets similar problems and received safety points from the State.

Safety Targets and Baseline Data					
	# Traffic Fatalities	Fatality Rate	# Severe Injuries	Severe Injury Rate	# Non-Motorized Fatalities and Severe Injuries
SC Baseline (2015 – 2019)	1005.8	1.821	2966.6	5.378	413.4
GPATS Baseline (2015 – 2019)	98.6	1.66	335.4	5.638	51.2
SC 2021 Targets	1005	1.76	2950	5.35	440

\*Fatality rate and severe injury rate are based on the traffic fatalities or severe injuries per 100 million vehicle miles traveled.

### *Transit Asset Management (TAM)*

Transit Asset Management (TAM) Plans have been employed by the State and local transit agencies to inform the distribution of transit funds. Transit funding decisions are based on the condition of transit assets in an attempt to maintain a state of good repair. South Carolina has created a Group TAM Plan for rural transit agencies in the State, but these plans are generally done in house by larger transit agencies and are then supported by the local MPO. The state of an asset is determined by measuring the percentage of each asset class that has met or exceeded its useful life benchmark (ULB). Greenlink, the Greenville area’s transit agency, and Clemson Area Transit have set their own targets. They can be found below. Targets for FY 2021 and 2022 can be found in their TAM Plans. GPATS is not required to create a TAM Plan of its own, as the MPO is only the designated recipient of FTA funds. However, GPATS has adopted the targets set by the region’s transit agencies. All transit funding decisions made in the TIP and LRTP will consider these targets moving forward.

Greenlink 2020 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Bus	% of rolling stock that has met or exceeded ULB	20%
	Trolley Bus	% of rolling stock that has met or exceeded ULB	0%
	Cutaway Bus	% of rolling stock that has met or exceeded ULB	25%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	0%
	Van	% of vehicles that have met or exceeded their ULB	0%
	Truck	% of vehicles that have met or exceeded their ULB	0%
	Car	% of vehicles that have met or exceeded their ULB	0%
Facilities	100 W. McBee (Terminal)	% of facilities with a condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% of facilities with a condition rating below 3.0 on TERM Scale	0%

Clemson Area Transit 2020 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Articulated Bus	% of revenue vehicles that have met or exceeded their ULB	60%
	Bus	% of revenue vehicles that have met or exceeded their ULB	90%
	Van	% of revenue vehicles that have met or exceeded their ULB	10%
Equipment	NonRevenue/Service Automobile	% of vehicles that have met or exceeded their ULB	70%
	Trucks and other Rubber Tire Vehicles	% of vehicles that have met or exceeded their ULB	40%
	GPS Units	% of vehicles that have met or exceeded their ULB	5%
Facilities	Administration	% of facilities with a condition rating below 3.0 on TERM Scale	10%

### *Infrastructure Condition*

South Carolina, which has one of the largest state-owned roadway systems in the United States, is in need of extensive infrastructure repair and replacement. Federal Regulations required state departments of transportations (DOTs) to establish and report quadrennial (4-year) targets for six infrastructure condition performance measures by May, 20th 2018. SCDOT created 4 –year targets for Interstate pavement condition and 2- and 4-year targets for non-Interstate pavement condition and bridge conditions.

Pavement condition was calculated by comparing road segments to multiple different thresholds, including the International Roughness Index (IRI), percent cracking, percent rutting, and percent faulting on a scale of good to poor. If all metrics rated “good,” the segment was considered in good condition. If two or more metrics rated “poor,” the segment was considered in poor condition. Anything in between was considered fair condition. The targets were set using the average deterioration rates of the system while considering existing and planned construction projects in the region.

Bridge condition was measured similarly, but with the following thresholds: deck condition, superstructure condition, substructure condition, and culvert condition on a scale of 0-9. Scores of 4 or below were considered poor condition, while scores of 7-9 were considered good condition. Any scores in the middle were considered fair condition. Targets were set using the average bridge deterioration rate while considering existing and planned construction projects expected to be completed within the monitoring timeframe.

This measure is impacted the most by resurfacings, which are generally handled by SCDOT. There are currently forty-four pavements projects and thirty-four bridge projects in the STIP across the Counties of Greenville, Pickens, Anderson, Laurens, and Spartanburg. Projects such as the bridge replacement on Mount Lebanon Church Road over the Middle Tyger River and one of its tributaries in Spartanburg put down fresh new infrastructure and pavement, and ultimately create a more pleasant experience for roadway users. Any project completed will improve the infrastructure in that area, especially if the infrastructure was in poor condition to begin with. A great example of this is the I-85/I-385 Gateway project, which upon completion has added a wealth of good condition pavement along with all-together new infrastructure. GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018. These targets can be seen below and will inform all funding decisions made in the GPATS TIP and LRTP.

Infrastructure Condition Targets and Baseline Data			
	Pavement (Interstate)	Pavement (Non-Interstate NHS)	Bridges
SC Baseline (2016 Average)	61.4% Good Condition 1.7% Poor Condition	10% Good Condition 2.6% Poor Condition	41.6% Good Condition 4.2% Poor Condition
GPATS Baseline (2016 Average)	68.67% Good Condition 0.36% Poor Condition	14.9% Good 4.3% Poor	42.2% Good 4% Poor
SC 2-Year Targets	N/A	14.9% Good Condition 4.3% Poor Condition	42.2% Good Condition 4% Poor Condition
SC-4 Year Targets	71% Good Condition 3% Poor Condition	21.1% Good Condition 4.6% Poor Condition	42.7% Good Condition 6% Poor Condition

### *System & Freight Reliability*

System reliability refers to the amount of time a user spends traveling through a corridor and whether this time is consistent with the travel time the road was designed to facilitate. Federal regulations required state DOTs establish and report 4- year targets for three system and truck travel time reliability performance measures by May 20th, 2018.

Travel Time Reliability was measured based on four different time categories: 6 am to 10 am, 10 am to 4 pm, and 4 pm to 8 pm on both weekdays and weekends. Once all categories were recorded and sorted, the 80th percentile was divided by the 50th percentile to create a ratio. A ratio with a value of 1 was considered reliable, while a value of 0 was considered unreliable. This was used to calculate the percentage of person-miles considered reliable and unreliable. This data informed the targets, while also considering baseline data and ongoing and expected construction projects in the state.

Truck travel time reliability had a similar process with the same time categories, but used the Truck Travel Time Reliability Index (TTTR). The 95th percentile was divided by the 50th percentile for each segment. The largest TTTR ratio was found for each segment and multiplied

by the segment length. The sum of all the length-weighted segments was then divided by the total length of the interstate in question to get the TTTR Index Number. Like before, future targets were set by considering ongoing and expected construction projects in the State. GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018. The targets can be found below. These targets will be considered when ranking all future projects in the LRTP and TIP.

Projects such as the Woodruff Road Congestion Relief project and SC 153 improvements will help these corridors remain reliable at all times of day, for both traditional and freight traffic. Woodruff Road is a highly trafficked corridor, especially during peak hours. Woodruff Road’s freight presence to service the commercial and retail uses along the corridor presents stresses of its own. The construction of a parallel road will give thru traffic a better alternative and, theoretically, limit traffic on Woodruff Road to those seeking businesses in particular stretches. SC 153 has a similar context as well. The intersection improvements going in at River Road and Old Pendleton Road, in combination with the extension continuing past US 123, will serve to alleviate bottlenecks and provide alternatives for regional thru traffic.

Projects are already being completed that are helping improve system reliability. One of the most notable examples is the I-85/I-385 Gateway Project. This Interstate interchange project, which officially reached substantial completion in December 2019, eliminated a bottleneck created by traffic attempting to exit I-85 to I-385 and/or Woodruff Road. This traffic used to merge together in a very small space and take one exit. The interchange improvements included a series of fly over bridges, along with an ample amount of time to merge into the correct lane, and have created a significant boost to system reliability for both general road users and freight.

System and Freight Reliability Targets and Baseline Data			
	Travel Time Reliability (Interstate)	Travel Time Reliability (Non-Interstate NHS)	Truck Travel Time Reliability
SC Baseline	94.8% person-miles traveled that are reliable	89.8% person-miles traveled that are reliable	1.34 on TTTR Index
GPATS Baseline	89% person-miles traveled that are reliable	92% person-miles traveled that are reliable	1.58 on TTTR Index
SC 2-Year Target	91% person-miles traveled that are reliable	N/A	1.36 on TTTR Index
SC 4-Year Target	90% person-miles traveled that are reliable	81% person-miles traveled that are reliable	1.45 on TTTR Index

## Funding

GPATS projects are funded through federal and state transportation funds. Several sources of funds are involved in projects that appear in the TIP.

### *Guideshare Funds*

Funds for road improvements are allocated by SCDOT through the Guideshare Program. The S.C. Transportation Commission sets aside approximately \$104 million dollars of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and Councils of Governments based on population and vehicle miles of travel in each region. The Guideshare sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year normally cannot exceed the Guideshare apportionment.

Road improvements may include constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Major maintenance improvements may also be included, such as resurfacing a road. However, minor maintenance activities such as patching potholes are not funded through GPATS, but are handled directly by SCDOT maintenance units.

GPATS' apportionment from the Guideshare Program is \$18.078 million annually. Of this amount, approximately \$3.8 million per year is devoted to debt service. SCDOT developed an innovative financing plan in 1998 to accelerate construction of many projects that were built between 1998 and 2007, and issued bonds to fund the plan. Debt service payments will continue through 2023 to retire the bonds that were issued to fund the accelerated construction program.

### *Exempt Projects*

Projects that are funded on a statewide basis, through other federal programs, or through Congressional Earmarks are listed in the TIP as "Projects Exempt from Guideshare," which means the projects are funded through other sources. Most of these projects are on the Interstate Highway System; SCDOT identifies and funds Interstate projects through a statewide system and advises each MPO and COG of Interstate projects to be funded. Bridge replacement projects, resurfacing projects, safety projects, and other statewide programs are also listed here. The Recreational Trails Program (RTP) is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation by making funds available to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.

## *Transportation Alternative Program Projects*

In 2012, Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Highway Authorization Bill. The former Transportation Enhancement Program, created by ISTEA, was rebranded as the Transportation Alternative Program, or TAP, to maintain a level of funding for projects that had frequently been left out of highway improvement plans in past years. Three specific activities are permitted for use of TAP funding by SCDOT, as detailed below. All projects must have a clear relationship to transportation, and not merely beautification or recreation. These permitted activities were continued in the FAST Act. More information is available on the internet at [www.enhancements.org](http://www.enhancements.org).

Eligible TAP Activities include:

Pedestrian and bicycle facilities, including non-motorized paths, that:

- Connect and develop documented regional or statewide non-motorized transportation networks.
- Are appropriated for the need and user types targeted.
- Benefit state tourism or economic development initiatives.
- If locally significant, have strong transportation connection and involve planning efforts or serve as connectors to regional networks.
- Are a priority on SCDOT, county or regional non-motorized transportation plans.
- Address documented safety deficiencies.
- Are part of a broader non-TAP funded non-motorized system

For the Transportation Alternatives Program, a pedestrian is not only defined as a person traveling by foot but also “any mobility impaired person using a wheel chair.” The definition of a bicycle transportation facility is “a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles.” Bicycle and pedestrian projects must be “principally for transportation, rather than recreation purposes.” It must also demonstrate a logical sense of connectivity.

Streetscape Improvements, that:

- Are located in established traditional downtowns or historic districts.
- Use a creative design approach that enhances pedestrian safety and takes into account the community identity, history, context, and the human environment.
- Accomplish multiple goals (traffic calming, pedestrian safety, tied with other initiatives, etc.)
- Receive input and support from citizens, local businesses, economic developers, traffic engineers, etc.

Safe Routes To School Program, that:

- Meet the requirements under section 1404 of the SAFETEA-LU.

### *State Infrastructure Bank Projects*

Section 350 of the National Highway System Designation Act of 1995 (NHS Act) (Public Law 104-59) authorized the U.S. Department of Transportation (U.S. DOT) to establish the State Infrastructure Bank (SIB) Pilot Program. A SIB is a revolving fund mechanism for financing a wide variety of highway and transit projects through loans and credit enhancement. SIBs are designed to complement traditional Federal-aid highway and transit grants by providing States increased flexibility for financing infrastructure investments. Under the initial SIB Pilot Program, ten states were authorized to establish SIBs.

The General Assembly of the State during its 1997 session enacted Act No. 148 which created the South Carolina Transportation Infrastructure Bank (SCTIB) to select and assist in financing major qualified projects by providing loans and other financial assistance to government units and private entities for constructing and improving highway and transportation facilities necessary for public purposes including economic development.

The major sources of revenue for South Carolina SIB include \$66 million from the State General Fund as a one-time source of capitalization and state recurring monies which include a share of a one-cent per gallon gas tax (approximately \$22 million annually) and truck registration fees (approximately \$53 million annually). Other sources include contributions from the borrowers who have received SIB funding in the form of loan repayments and additional contributions from SCDOT.

### *Federal Transit Administration Projects*

Federal Transit Administration (FTA) funds are allocated based on Urbanized Areas. GPATS receives direct apportionment of FTA funding for the Greenville Urbanized Areas. The money is split between the Greenville Transit Authority (GTA) d.b.a. Greenlink and Clemson Area Transit (CAT) based on a formula that is updated yearly based on the National Transit Database (NTD). Mauldin-Simpsonville is a separate small Urbanized Area (under 200,000 population) and its funding is apportioned to the state in a “Governor’s Apportionment”, and the state determines how to distribute funds from the Governor’s Apportionment. Greenlink is the only of the two transit providers in the region that uses these funds as only they provide services in the area.

[FTA Section 5303](#) funds are combined with FHWA PL funds through a consolidated grant with the SCDOT which are administered by GPATS and can be used only for planning activities, which may include salaries for staff planners or consultant studies. Greenlink Transit is provided funding to carry out transit planning functions related to operations and systems planning, NTD Reporting and other FTA reviews or grant requirements.

[FTA Section 5307](#) can be used for capital purchases (e.g. purchasing buses, bus stop shelters, construction of facilities) and some maintenance activities. Small Urbanized Areas can also use 5307 funds to cover up to 50 percent of the net operating expenses of the transit system. Without a dedicated local funding source to help offset federal subsidies expanding or improving the system is not an option.

[FTA Section 5310](#) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the

transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

[FTA Section 5339](#) provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two discretionary components: the [Bus and Bus Facilities Discretionary Program](#) and the [Low or No Emissions Bus Discretionary Program](#).

## TIP Amendment Process

From time to time, circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval. These changes or amendments are not routine. GPATS will consider such amendments when the circumstances prompting the change are compelling.

Proposed changes will be reviewed by GPATS staff before any actions are considered. All changes must follow GPATS policies on the Public Participation Plan. Changes must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with federal requirements. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program under which the funding was authorized.

When GPATS is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a TIP amendment. If GPATS is aware of new funding (i.e. Federal earmarks, one-time state funding programs, etc), staff may alert sponsors of the funding commitment and request that an amendment be initiated. However, generally it is up to the project sponsor to initiate amendment requests to add new funding, or make necessary adjustments to project scope, cost, and schedule as conditions warrant. All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the TIP. These projects may be added to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development and approval.

### *Types of TIP Amendments*

Federal and State policies distinguish between two types of TIP amendments: Minor Amendments and Major Amendments. These types of amendments differ based on the magnitude of the proposed change and the level of review required by various federal, state, and local agencies. As a general rule, significant changes to the cost, scope, and schedule of a project listing requires a Major Amendment, whereas minor changes in fund sources, description, lead agency, project limits, etc. may be processed through minor amendments.

Major Amendments must be approved by the Policy Committee, the SCDOT, FHWA, and FTA. Approval of minor amendments has been delegated to the SCDOT Office of Planning. Proposed amendments to the TIP must be developed in accordance with the provisions of 23 CFR 450.326, 23 CFR 450.328, and/or 23 CFR 450.216, and approved by the federal agencies in accordance with 23 CFR 450.220. In general terms, these regulations state that the TIP may be modified at any time in a manner that is consistent with the procedures agreed to by the cooperating parties for developing the TIP. All other federal requirements concerning the development, public involvement, and federal agencies approval of the TIP must be executed in accordance with in 23 CFR Part 450. Regardless of the type of change, all modifications must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with federal Title VI requirements.

### *Minor Amendment*

Minor Amendments are changes that revise project descriptions and funding source. Other types of changes that can be made through a Minor Amendment are changes to a project's lead agency, changes that split or combine more than one project, and changes to required information for grouped project listings. They take about 30 days to process and need to be approved by the SCDOT Office of Statewide Planning. The following changes may be made through a Minor Amendment, as long as the change occurs within the approved timeframe of the TIP, and maintain the financial constraint of the TIP:

- Change in project sponsor or implementing agency
- Splitting or combining projects
- Adding a prior phase to a programmed project. A TIP adjustment to reflect the addition of a previous phase of a project, such as the inclusion of right of way, does not require formal GPATS Policy Committee approval
- Moving programmed funds between programmed projects. A TIP adjustment to reflect additional project costs covered by shifting funds from one project to another does not require formal MPO Policy Committee approval. However, caution should be used not to reduce funding from one project to the extent that the stability of that project would be affected
- Moving a project from year to year within a TIP period provided that the move does not cross an Air Quality Horizon year (as applicable)
- Changing a project description that does not change the Air Quality Conformity finding (as applicable), change the intend scope of the project, or does not necessitate revising the NEPA documentation or will not alter the NEPA determination
- A TIP adjustment to reflect a project's start or completion date within a five (5) year allotted time frame does not require formal MPO Policy Committee approval

Federal public involvement procedures required by 23 CFR 450.316 is not necessary for minor changes.

### *Major Amendment*

Major Amendments are changes other than minor amendments as described. Major amendments usually take about 60 days to process and need to be approved by the GPATS Policy Committee, SCDOT, FHWA, and FTA. Adding or deleting a project or changes in funding is considered a major amendment.

All changes that do not fall within the category of a minor amendment are processed as major amendments. The following changes are examples of changes made through a Major Amendment:

- Adding a new project or deleting a programmed project from the five-year period of the TIP
- Adding new, un-programmed funds regardless of the source
- A major change of project scope, such as a change that is inconsistent with the NEPA documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity findings (as applicable)
- Any change requiring a new regional air quality conformity finding (as applicable)
- A greater than 10 percent cost increase in a phase of a project listed in the current TIP
- Moving a project from year to year within a TIP period if the move crosses an Air Quality Horizon Year (as applicable)

These amendment classifications and procedures are consistent with the Statewide TIP Guidelines promulgated by SCDOT, FHWA, and FTA. It is intended that the GPATS TIP Amendment Process and Procedures follow, and adhere to the provisions of the Statewide TIP Guidelines. Once staff receives a request for a TIP amendment/adjustment either from a local jurisdiction, transit provider, or through SCDOT, GPATS staff determines if the change is a minor or major amendment. If a major amendment is warranted, GPATS will advertise the TIP change on its website and in the local newspapers for public comment at the Policy Committee meetings. If the amendment is approved, staff will then forward the TIP to SCDOT to have included into the STIP. If there is an objection, either by the general public, or by the Policy Committee, GPATS staff will take the appropriate action regarding the comments.

If the change is a minor amendment, GPATS will provide SCDOT with the appropriate documentation to make the adjustment and SCDOT will forward it onto FHWA/FTA. Requests concerning these changes must come from the SCDOT in writing. The implementing jurisdiction or agency and the staff of GPATS must concur in the need for the change and in its likely beneficial effect on the implementation of the project.

## Certification

Pursuant to [23 U.S.C. 134 \(i\)\(5\)](#) and 49 U.S.C. 1607, the [Federal Highway Administration \(FHWA\)](#) and the [Federal Transit Administration \(FTA\)](#) must jointly certify the metropolitan transportation planning processes in Transportation Management Areas (TMA) at least every three years. A TMA is an urbanized area, as defined by the U.S. Census, with a population of over 200,000. In general, the reviews consist of three primary activities: a site visit, review of planning documents (in advance of and during the site visit), and preparation of a report, which summarizes the review and offers findings. The reviews focus on compliance with federal regulations and the challenges, successes, and experiences of the cooperative relationship between the MPO, State DOT, and transit operator in the conduct of the metropolitan planning process. Joint FHWA and FTA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect local issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (TP), Metropolitan and Statewide Transportation Improvement Program findings, air quality conformity determinations, (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA and FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the planning Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the "finding" of the Certification Review, in fact, is based upon the cumulative findings of the entire review effort. The review process is individually tailored to focus on topics of significance in each metropolitan planning area (MPA). The Certification Review Summary Report and final actions are the joint responsibility of the appropriate FHWA and FTA field offices and content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal "findings" of the review.

An annual self-certification process, which certifies that the planning process complies with federal requirements, is included in the UPWP, which is adopted annually.

## **GPATS Transportation Improvement Program Financial Statement**

The following tables comprise the Financial Statement of the GPATS 5-year TIP. Each project in this statement is consistent with the GPATS Long-Range Transportation Plan, and has been vetted by GPATS Staff and SCDOT for financial viability.

Following the Financial Statement, each program and the projects therein are described in detail. More information on each TIP project may be found by visiting [www.gpats.org](http://www.gpats.org), or by contacting the GPATS Staff.



Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.													
00417RD01	7	ROPER MOUNTAIN ROAD (S-548) *** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,150 P 1,500 R	3,250 C 1,000 C	4,500 C								STBGP
P030653	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES DIVIDED, BIKE LANES AND SIDEWALKS)	1,500 P		1,000 R	4,500 C	10,000 C					\$15,500	Safety STBGP
P030654	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P				1,900 R	2,500 C	8,500 C			\$72,900	ON-HOLD STBGP
P028743		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIUM AND MULTI-USE PATH)	2,900 P	2,000 P	8,750 R	9,450 R	9,450 R					\$37,100	STBGP
		SC-153 IMPROVEMENTS I-85 TO OLD PENDLETON RD (INTERSECTION IMPROVEMENTS, TURNING LANES)	500 P 1,000 R	3,800 C									STBGP
		GARLINGTON ROAD FROM SC-146 TO ROPER MOUNTAIN ROAD (SCOPE TBD)				300 PL						\$300	STBGP
		US-29 MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)				500 PL						\$500	STBGP
		GROVE ROAD FROM IUS-25 TO W. FARIS ROAD (SCOPE TBD)				500 PL						\$500	STBGP
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE DIVIDED, WITH BIKE LANE AND SIDEWALKS BOTH SIDES)										\$40	STBGP
		US-423 ACBERN ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)										\$60	STBGP
Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates													
3768RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										STBGP
3768RD01		WOODRUFF RD (SC 146) AND GARLINGTON MILLER***	1,781 P										STBGP
3801RD01		BRUSHY CREEK AND STRANGE ROAD	548 P R 2,067 C										STBGP
3954RD01		JAW ST (US 178) AND JONES ST	450 P R 2,200 C									Fully Obligated	STBGP Pickens County, CTC
4144RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	750 P R 2,750 C									Fully Obligated	STBGP
		HAYWOOD ROAD AND PELHAM ROAD				250 PL						\$250	STBGP
		PLEASANTBURG DRIVE AND RUTHERFORD ROAD				250 PL						\$250	STBGP
		WHITEHORSE RD / W. BLUE RIDGE RD										\$25	STBGP
		E. BLUE RIDGE DR / STATE PARK RD AND PONSETT HWY										\$35	STBGP



NON-GUIDESHARE PROJECTS													
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	TIP							REMAINING COST (2027+)	FUNDING		
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026			TIP COST (2021-2026)	
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255											ARC See TAP Section Local/Greenville Co
P027367	HAMPTON AVE BRIDGE OVER NORFOLK SOUTHERN RAILROAD (PEDESTRIAN BRIDGE)	470 C 500 C 500 C											APPALACHIAN REG GLDTC GREENVILLE CO
	S-1138 (PERMETER ROAD) RESURFACING/REHABILITATION	1,241 C											APPALACHIAN REG.
	SC-93 AT CLAYTON ST. - TOWN OF CENTRAL	299 C 365 P,P,C											APPALACHIAN REG. Local
	DOODLE TRAIL EXT & AVENUES - CITY OF PICKENS	100											RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON	76											RTP
P089477	CLEINSON BIKING & WALKING TRAIL - SEGMENT 2		250 P 250 P		30 R 30 R		220 C 220 C				\$500		ARC Local
0038167	CUCHAR AND FAIRFOREST HWY	3,223 C											ERMARK
P037790	I-385 AT FAIRVIEW STREET BRIDGE REHAB	376 P,C											ERMARK
P308376	WEST GEORGIA ROAD (S-272) FROM NEELY FERRY ROAD TO FORK SHOALS	1,000 P		250 R	2,211 C 692 C						\$2,461		ERMARK LOCAL
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998									Fully Obligated		ERMARK FED LIMIT
42551	WOODSIDE STREETScape		59 R	107 C 313 C 370 C							\$478		ENHANCEMENT ARC Local
P28051800118	ARTS PARK CONNECTIVITY TRAIL	125 C											SC RTP
P28051800119	COMESTEE BOARDWALKS & OBSERVATION DECK REHAB/REPLACEMENT	109 C											SC RTP
P28052000201	PARALLEL SWAMP RABBIT TRAIL IN UNITY PARK		125 P,R,C										SC RTP
P28052000202	GREEN CREST TRAIL CLEINSON PARK LOOP		125 P,R,C										SC RTP
P089033	I-85 SAFETY IMPROVEMENTS MM 30 TO MM 60		100 P								\$3,000		SAFETY/HSP
2019	US-29 - US-76 TO FAIRWAY GREEN	6,757											RECON GREHAB
2019	US-29 - S-232 PLANTATION RD TO WHITEN RD												RECON GREHAB
2019	US-29 - WHITEHARD TO PINE TR												RECON GREHAB
2019	SC-8 - PALMETTO RD TO SC-81	3,768											RECON GREHAB
2019	HWY 25 - POINSETT HWY TO TIGER VILLE RD	2,006											RECON GREHAB
2019	S. MAIN - ROE CENTER CT TO HWY 25	3,571											RECON GREHAB
2019	POINSETT HWY - HWY 25 TO ABELIA RD												RECON GREHAB
2019	FORK SHOALS - REEDY FORK RD TO REEDY FORK RD	3,284											RECON GREHAB
2019	FORK SHOALS - LOG SHOALS TO GEORGIA RD												RECON GREHAB
2019	FORK SHOALS - GEORGIA RD TO HWY 418												RECON GREHAB
2019	OLD WHITE HORSE RD EXT - US-25 TO COLLINS RD	1,889											RECON GREHAB
2019	ABERCROMBIE RD - US-14 TO BRYSON FORD RD	476											RECON GREHAB
2019	CALHOUN MEMORIAL HWY - OLD GVL HWY TO RUIHAWHARD	5,990											RECON GREHAB
2019	TIGER BLVD - OCONEE CO LINE TO WALL ST	2,929											RECON GREHAB
2019	TIGER BLVD - COLLEGE AVE TO TIGER BLVD												RECON GREHAB
2019	GVL HWY - AHS TERDWARD TO BLACK SNAKE RD												RECON GREHAB
2019	CANNERY RD - DACUSVILLE HWY TO FARMS BRO RD	995											RECON GREHAB
2019	CANNERY RD - CANNERY RD TO FARMS BRO RD												RECON GREHAB
2019	TABOR WOODS RD - FARMS BRO RD TO RICE RD												RECON GREHAB
P028821	BRIDGE US-29 AT S-23-75 - GREENVILLE	2,460 P,C											BRIDGE REHAB
0031268	BRIDGE S-42-75 AT US-29 - ANDERSON												BRIDGE REPLACE
P027023	BRIDGE S-92-267 AT 12 MILE CREEK - PAINS	3,419 P,R,C									\$12,400		BRIDGE REPLACE
0027178	BRIDGE S-23-184 AT ENOREE RIVER - GRVL	1,352 P,R											BRIDGE REPLACE
P029127	BRIDGE S-42-76 AT TIGER RIVER - SPBG	3,409 P,R,C											BRIDGE REPLACE
P029127	BRIDGE S-42-76 AT RESN CREEK - SPBG	3,284 P,R,C											BRIDGE REPLACE

NON-GUIDESHARE PROJECTS

PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2020	TIP						REMAINING COST (2021-2026)	FUNDING
				FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		
P027804	BRIDGE S-23-335 AT ENOREE RIVER - GRVL	7,773 C									BRIDGE REPLACE
P027234	BRIDGE S-23-326 AT N. SALLIDA - GRVL										BRIDGE REPLACE
P027830	BRIDGE S-23-191 AT HOWARD BR. - GRVL										BRIDGE REPLACE
P027845	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL										BRIDGE REPLACE
P027810	BRIDGE S-23-270 AT S TYGER RIVER - GRVL										BRIDGE REPLACE
P027846	BRIDGE S-23-154 AT PAYNE BRANCH - GRVL										BRIDGE REPLACE
P038396	BRIDGE S-23-33 AT BEAVERDAM CR. - GRVL										BRIDGE REPLACE
P027812	BRIDGE S-23-182 AT ARMSTRONG CR. - GRVL										BRIDGE REPLACE
P027813	BRIDGE S-23-468 AT HORSE CREEK - GRVL										BRIDGE REPLACE
P028355	BRIDGE S-23-272 AT REEDY - GRVL	6,250 P,R,C									BRIDGE REPLACE
P038260	BRIDGE S-154 OVER HUFF CREEK - GRVL	1,000 P			125 R		4,325 C			\$4,600	BRIDGE REPLACE
P037398	BRIDGE S-4-931 OVER BIG CREEK - ANDERSON	600 P			30 R		2,320 C			\$2,350	BRIDGE REPLACE
P037893	BRIDGE S-39-140 OVER SHOAL CREEK - PKNS	320 P	18 R							\$1,593	BRIDGE REPLACE
P037896	BRIDGE S-39-250 OVER DODDIES CREEK - PKNS	310 P	18 R							\$1,423	BRIDGE REPLACE
	S-23-278 (Reel School Rd)	75 R	1,600 C								SAFETY
	SC-153 Corridor (East and West of SC-41)	600 R,C									SAFETY
P037191	SC-146 Corridor (S-23-183 to S-23-654)	300 P	50 R							\$1,600	SAFETY
P037190	US-25 Corridor (I-85 to S-23-782)	300 P	50 R							\$1,300	SAFETY
P038376	S-83 to L-27 (Old Grove Rd to Backen Rd)		200 PL				2,000 C			\$2,100	SAFETY
P038380	S-908 to L-745 (Gap Creek Rd to Gap Armstrong / Hampton Rd)		250 PL				2,000 C			\$2,100	SAFETY
P038384	SC-135 to S-85 (Dacusville Hwy to Jamesson Rd)		200 PL				2,000 C			\$2,100	SAFETY
P038386	SC-81 to S-227 (Anderson Rd to Old Durham Bridge Rd)		200 PL				1,000 C			\$1,050	SAFETY
P038387	US-29 to S-96 (Welcome Rd)		250 PL				100 R		2,000 C	\$2,100	SAFETY
P037888	SC-183 to MP 4.2 to 6 (Cedar Lane Rd)						50 R		2,000 C	\$2,300	SAFETY
P037885	RSA US-29						50 R		4,000 C	\$4,500	SAFETY
	US-29 CORRIDOR SIGNAL RETIMING	3,000									N/S/M
P27368	I-85 (WIDENING FROM NEAR SC-163 (EXIT 40) TO NEAR SC-86 (EXIT 69))	65,720 P,R,C 442,000 AC	10,000 C 272,500 AC 147,338 ACC							\$238,166	N/S/M
P027223	I-385 RE-HAB FROM MM 36.69-42.1	30,000 P,C									N/S/M
0038111	I-85 @ I-385 (EXIT 51)	12,000 P 270,000 C								Fully Obligated	N/S/M SB
P038111	I-85 @ Rocky Creek Bridge	1,200 P 44,000 C									N/S/M
<b>EXEMPT SUBTOTAL</b>			<b>\$438,734</b>	<b>\$238,160</b>	<b>\$9,596</b>	<b>\$8,220</b>	<b>\$8,689</b>	<b>\$2,026</b>	<b>\$266,671</b>		

\* - Funding amounts are shown for full rehab packages, which include segments outside of GPATS, not shown.

PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2016	FY 2017	SUMMARY 2017*	Transit Projects										FUNDING	
					TIP (Extrapolated)											
					Current FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026			
	GREENVILLE URBANIZED AREA (CA)	2,897	3,087	5,974	3,311	3,354	3,431	3,354	3,354	3,354	3,354	3,354	3,354	3,354	3,354	FTASECTION 5307 & 5340
	Greenville Transit Authority Capital	1,935	2,192	4,128	2,424	2,323	2,314	2,323	2,323	2,323	2,323	2,323	2,323	2,323	2,323	
	Operating	442	461	866	461	42	597	597	597	597	597	597	597	597	597	
	Enhancements/Improvements	100	461	561	509	1,580	627	1,150	1,150	1,150	1,150	1,150	1,150	1,150	1,150	
	ADA	130	219	412	242	96	231	96	96	96	96	96	96	96	96	
	Planning Administration	0	0	0	232	232	231	232	232	232	232	232	232	232	232	
	Preventative Maintenance	1,200	1,088	2,288	1,212	468	1,456	480	480	480	480	480	480	480	480	
	Clemson Area Transit Capital	952	895	1,847	888	1,032	1,117	1,032	1,032	1,032	1,032	1,032	1,032	1,032	1,032	
	Operating	600	586	1,246	365	613	380	613	613	613	613	613	613	613	613	
	Enhancements/Improvements	0	0	0	0	0	11	0	0	0	0	0	0	0	0	
	ADA	10	1	0	9	0	0	0	0	0	0	0	0	0	0	
	Planning Administration/Security	233	229	512	483	409	726	409	409	409	409	409	409	409	409	
	GREENVILLE URBANIZED AREA (PL)	100	100	100	160	164	1,647	164	875	875	875	875	875	875	875	FTASECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,709	875	2,584	1,462	1,614	1,647	1,614	1,647	1,647	1,647	1,647	1,647	1,647	1,647	FTASECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)															FTASECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	360	356	716	349	386	402	356	356	356	356	356	356	356	356	FTASECTION 5310
	-- Senior Solutions	223	223	446	223	223	223	223	223	223	223	223	223	223	223	
	-- Turning Point of SC A	92	27	72	281	252	256	197	197	197	197	197	197	197	197	
	-- Turning Point of SC B	46	73	73	107	112	123	80	80	80	80	80	80	80	80	
	-- Senior Solutions	151	151	302	151	151	151	151	151	151	151	151	151	151	151	
	-- Turning Point of SC	106	106	212	106	106	106	106	106	106	106	106	106	106	106	
	-- Turning Point of SC															
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	528	277	805	388	364	380	277	277	277	277	277	277	277	277	FTASECTION 5309
	-- GTA Capital Purchase	354	197	551	291	252	256	197	197	197	197	197	197	197	197	
	-- CAT Capital Purchase	174	80	254	107	112	123	80	80	80	80	80	80	80	80	
	-- CAT LowNo Grant	3,905	1,450	5,355	546	505	486	342	342	342	342	342	342	342	342	5339(C) 5339(C)
	-- GTA LowNo Grant															
	STATE MASS TRANSIT FUNDING	441	369	810	546	505	486	342	342	342	342	342	342	342	342	SMIF
	-- GTA SMIF	296	262	558	447	400	379	243	243	243	243	243	243	243	243	
	-- CAT SMIF	145	107	252	99	105	107	99	99	99	99	99	99	99	99	
	SCOOT Vehicle Replacement Initiative	2,134	2,134	4,267	427	427	427	427	427	427	427	427	427	427	427	FTASECTION 5307
	-- GTA Capital Purchase	377	60	437	377	60	437	377	60	437	377	60	437	377	60	SMIF
	-- CAT Capital Purchase	2,338	2,338	4,675	4675	4675	4675	4675	4675	4675	4675	4675	4675	4675	4675	SMIF
	CARES ACT --GTA						14,382									FEDERAL CARES ACT
	Greenville LUZA Mauldin-Simpsonville LUZA						6,552									
	-- CAT						4,669									
	Greenville LUZA						3,161									
	GREENLINK - HUMAN TRAFFICKING GRANT					21										FTA
	FTA SUBTOTAL	18,078	14,533	32,611	\$9,537	\$9,599	\$ 20,729	\$ 5,204	\$ 5,204	\$ 5,204	\$ 5,204	\$ 5,204	\$ 5,204	\$ 5,204	\$ 3,354	

\* FY 2017 funds are a summation of FY2013-2017. This is to comply with the FY2017-2022 STP. Please refer to the previous years to reference the allocation amount.

Transportation Alternatives													
PIN #	TA		Previous Obligations	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP COST (2021-2026)	REMAINING COST (2027+)	FUNDING
	Year	Priority											
PO2824	2013	3	City of Simpsonville Simpsonville Swamp Rabbit Trail	280									TAP 20% Local Match
PO28261	2013	4	Anderson School District One Repsdale Road Sidewalks	200									TAP 20% Local Match
	2013	5	City of Easley Brushy Creek Greenway Phase 1&2	534									TAP 20% Local Match
PO2891	2014	1	City of Greenville Woodruff Road Sidewalks	361									TAP 20% Local Match
PO30103	2014	2	Anderson School District Four Riverside Middle School Sidewalks	250									TAP 20% Local Match
	2015	1	Greenville County Ponsett Corridor Pedestrian and Landscaping	1,245									TAP 20% Local Match
PO2168	2015	2	Town of Williamston Minor Street Sidewalk Project - Phase I	200									TAP 20% Local Match
PO38476	2016	1	City of Greenville Heywood Road Sidewalks	400									TAP 20% Local Match
PO38261	2017	1	Anderson County Repsdale Road Sidewalks Additional Funding	320									TAP 20% Local Match
PO38173	2017	2	City of Fountain Inn Woodside Park Connector	351									TAP 20% Local Match
PO38168	2017	3	Pickens Downtown Doodle Connector	200									TAP 20% Local Match
	2019	1	Town of Central Southern Wesleyan University to Town of Central Pedestrian/Bike Connector	843									TAP 20% Local Match
*Funding has not been verified													
TA OBLIGATION				(4,546)	0	0	0	0	0	0	0	0	0
ANNUAL TA ALLOCATION					656	656	656	656	656	656	656	656	3,937
FUNDING ADVANCEMENT				1,244	622	622	622	622	622	622	622	622	622
ADVANCEMENT REPAYMENT					622 (13)	622 (13)	622 (14)	622 (15)	622 (16)	622 (17)	622 (18)		
BALANCE				(3,302)	(2,646)	(1,980)	(1,333)	(1,239)	(1,265)	(1,231)	(1,197)		
TA TOTAL				0	0	0	0	0	0	0	0	0	0
FY 2020-2025 TIP GRAND TOTAL				\$473,183	\$293,920	\$26,701	\$29,374	\$55,123	\$5,359	\$3,826	\$34,304		

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE, PL - PLANNING AND FEASIBILITY

## **Guideshare Program**

The Statewide Transportation Improvement Program (STIP) adopted by the SCDOT Commission in currently allocates \$18,078,000 annually to GPATS. The annual debt service for the 1997 Project Acceleration Program will vary slightly from year to year, but is approximately \$3.8 million.

Guideshare projects are broken into six categories:

1. The **Project Acceleration Program**, which was funded by a major bond issue, and all projects are now complete. These projects were selected and funded prior to the expansion of GRATS to include parts of Pickens and Anderson counties and restructuring of the Policy Committee and Study Team to create GPATS.
2. **GPATS Guideshare Roadway Corridors (50%)**
3. **GPATS Guideshare Intersection Projects (25%)**
4. **GPATS Guideshare Bicycle and Pedestrian Projects (10%)**
5. **GPATS Guideshare Transit Projects (10%)**
6. **GPATS Guideshare Traffic Signal Retiming / Upgrades (5%)**

*Project Acceleration Program*

Debt service from the Project Acceleration will continue to consume about \$3.5-\$3.8 million annually of the Guideshare Program through 2023. The following table identifies the payments to be made during the 2021-2026 TIP.

*Project: Debt Service*

**Total Cost (thousands):** \$72,697 (\$3,247 included in total cost from 2021 – 2026)

**Description:** Annual payments to service bonds issued by SCDOT as part of a Project Acceleration Program begun in 1998; debt service payments will continue through 2023.

**Purpose:** To retire bonds issued to finance a portion of the costs of \$147,601,000 highway projects built between 1998 and 2007. During the construction phase, \$97,360,000 of GRATS Guideshare annual funding was also expended on these projects.

**County / City:** Entire GRATS area (prior to expansion into Pickens and Anderson counties)

**Program:** Guideshare

**Funding Source:** Surface Transportation Program

**Remarks:** Debt Service Refinanced in 2013 by SCDOT.

Estimated Unobligated Cost in Thousands									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
TOTAL	\$ 67,048	\$ 2,402	\$ 2,407	\$ 420	\$ 420				\$ 3,247

## GPATS Guideshare Roadway Corridors

<u>Project:</u>	<u><a href="#">SC 183 Intersection Improvements (Farrs Bridge Road (SC 183) Improvement between SC 135 and Saluda River)</a></u>	32
<u>Project:</u>	<u><a href="#">Batesville Road (S-164) (between SC 14 to Roper Mountain Rd)</a></u>	33
<u>Project:</u>	<u><a href="#">SC 153 Extension (between US 123 to Saluda Dam Road Phase 1 &amp; 2)</a></u>	34
<u>Project:</u>	<u><a href="#">Woodruff Road (SC-146) (between Scuffletown Rd to Bennetts Bridge Rd)</a></u>	35
<u>Project:</u>	<u><a href="#">Roper Mountain Extension (S-547) (between Pelham Road to Roper Mountain Rd)</a></u>	36
<u>Project:</u>	<u><a href="#">Roper Mountain Road (S-548) (between Roper Mountain Extension to Garlington Rd)</a></u>	37
<u>Project:</u>	<u><a href="#">Butler Road (S-107) (between Bridges Road to US 276)</a></u>	38
<u>Project:</u>	<u><a href="#">Batesville Road (S-164) Phase II (between Pelham Road to The Parkway)</a></u>	39
<u>Project:</u>	<u><a href="#">Woodruff Road Parallel (between SC 146/Woodruff Rd to Miller Rd)</a></u>	40
<u>Project:</u>	<u><a href="#">SC-153 Improvements (between I-85 to SC-123)</a></u>	41
<u>Project:</u>	<u><a href="#">Garlington Road Widening (between SC-146 to Roper Mountain Rd)</a></u>	42
<u>Project:</u>	<u><a href="#">US-29/Mills Avenue (between from Augusta St to Stevens St)</a></u>	43
<u>Project:</u>	<u><a href="#">Grove Road (between US 25 to W Faris Rd)</a></u>	44
<u>Project:</u>	<u><a href="#">Laurens Road (between I-85 to Innovation Dr)</a></u>	45
<u>Project:</u>	<u><a href="#">Academy St / US-123 (between Pendleton St to Washington Ave)</a></u>	46

*Project: SC 183 Intersection Improvements (Farrs Bridge Road (SC 183) Improvement between SC 135 and Saluda River)*

*Note: Initial funding for this project is provided by a \$1.5 million transfer of Appalachian COG Guideshare funds to GPATS in FY 2009.*

**Total Cost (thousands):** \$5,830 total includes \$1,500 from ACoG (\$2,109 included in total cost between 2021 – 2026)

**Description:** Safety improvements along two-lane primary highway between Dacusville Road (SC 135) and Saluda River, add left turn lanes at selected intersections

**Purpose and Need:** To reduce crashes and improve traffic flow

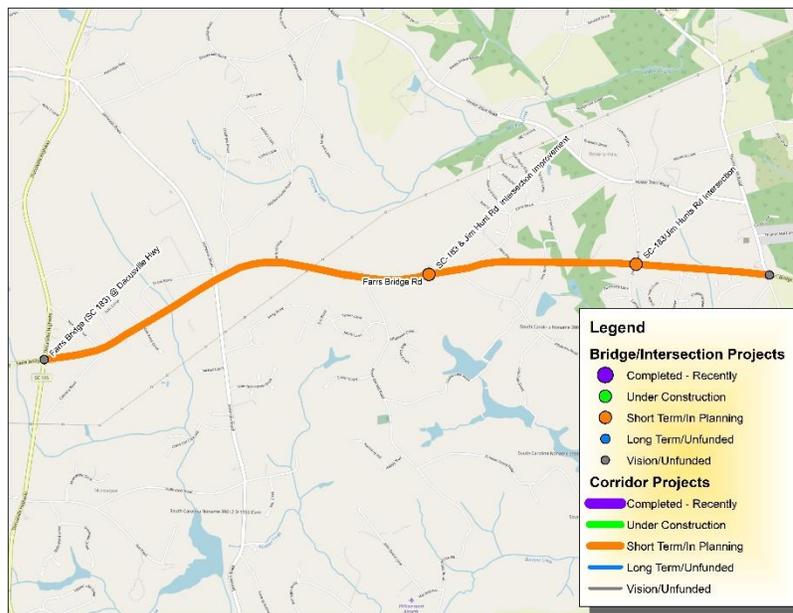
**County / City:** County of Pickens

**Program Type:** Guideshare (System Upgrade), transfer of funds from Appalachian COG

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project to be limited to Alex Rd in FY2012, Jim Hunt Rd in FY2016, and Jameson Rd in FY2017.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 130								\$ -
ROW	\$ 3,591		\$ 109						\$ 109
CONST					\$ 2,000				\$ 2,000
<b>TOTAL</b>	<b>\$ 3,721</b>	<b>\$ -</b>	<b>\$ 109</b>	<b>\$ -</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,109</b>



*Project: Batesville Road (S-164) (between SC 14 to Roper Mountain Rd)*

**Total Cost (thousands):** \$18,600 total includes \$1,750 from State Safety in FY 2018

**Description:** Preserve Right-of-Way for realignment of a portion of Batesville road and for widening to serve higher traffic volumes in the corridor. Three lanes with median, bike lanes, sidewalk north of Pelham Falls Drive.

**Purpose and Need:** Provide additional capacity to serve future traffic growth

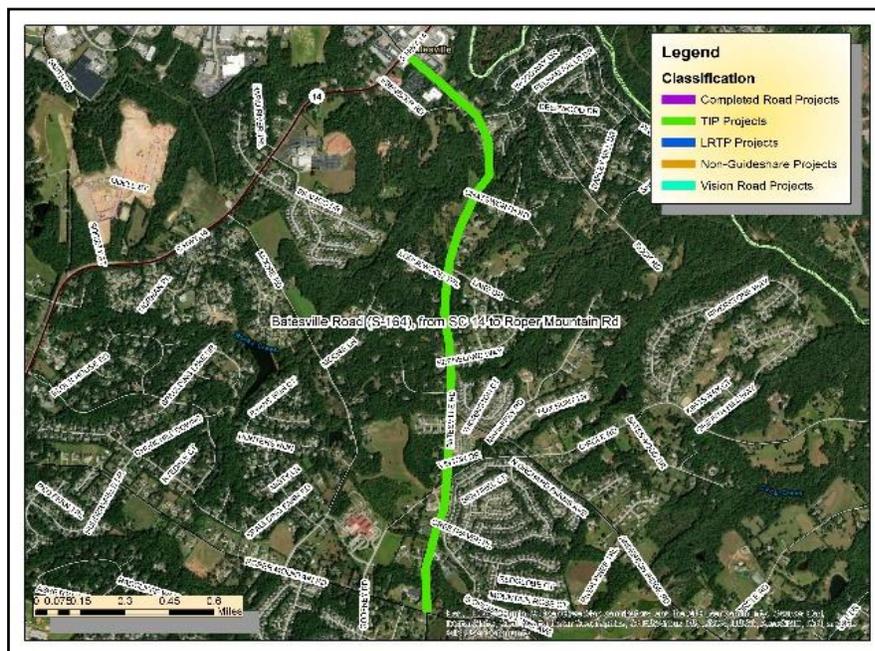
**County / City:** County of Greenville

**Program Type:** Guideshare (system upgrade)

**Funding Source:** Surface Transportation Program (STP), State Safety

**Remarks:** This project has had extensive public involvement to determine the best alignment for the project, which has been determined to be relocation of the roadway to the west of the church. In addition, State Safety monies will be utilized to extend the project to Roper Mountain Rd.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,650								\$ -
ROW	\$ 2,200								\$ -
CONST	\$ 8,250	\$ 6,500							\$ -
TOTAL	\$ 12,100	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



*Project: SC 153 Extension (between US 123 to Saluda Dam Road Phase 1 & 2)*

**Total Cost (thousands):** \$30,578 total

**Description:** Two lanes, limited access, left turn lanes, 2 foot paved shoulders

**Purpose and Need:** Provide an alternate route to relieve congestion on US 123 (a National Highway System route) at SC 153, provide an improved grade-separated crossing of Norfolk-Southern railroad, and support economic development efforts in the corridor

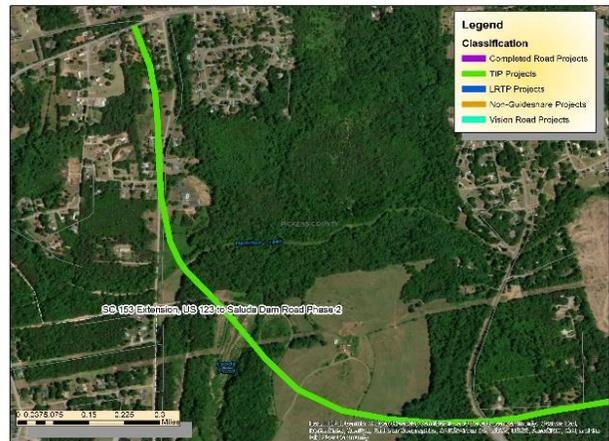
**County / City:** County of Pickens, City of Easley

**Program Type:** Guideshare (system upgrade)

**Funding Sources:** Surface Transportation Program (STP), National Highway System (NHS)

**Remarks:** This is the first phase of a project that will provide an alternate route to US 123 and SC 93 through Easley. The initial phase will provide improved access in the northeast quadrant of the city and to a “brownfields” redevelopment site between the new roadway and US 123. PE and ROW will encompass Phase 2 of the project at the same time.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 4,500								\$ -
ROW	\$ 2,078								\$ -
CONST	\$ 24,000								\$ -
<b>TOTAL</b>	<b>\$ 30,578</b>	<b>\$ -</b>							



*Project: Woodruff Road (SC-146) (between Scuffletown Rd to Bennetts Bridge Rd)*

**Total Cost (thousands):** \$11,750 total

**Description:** Widen existing 2-lane roadway to 5-lane highway with wide outside lanes, and sidewalks and improvements to intersections

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion, and provide for bicycle and pedestrian use

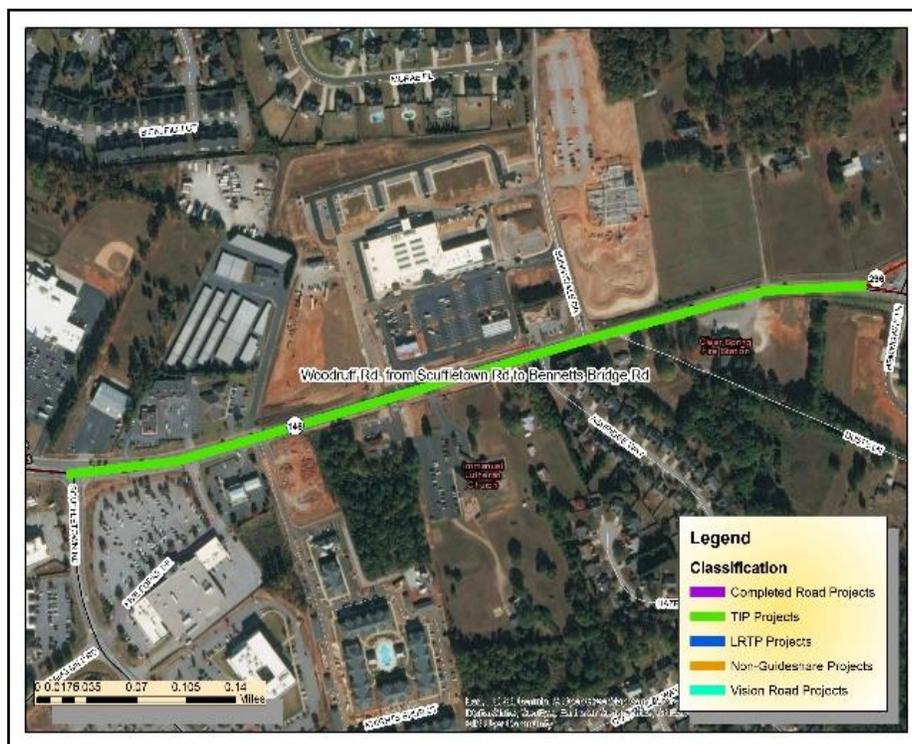
**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is currently in ROW relocation. Expected completion is 5/2021.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 750								\$ -
ROW	\$ 1,500								\$ -
CONST	\$ 4,500	\$ 5,000							\$ -
TOTAL	\$ 6,750	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



*Project: Roper Mountain Extension (S-547) (between Pelham Road to Roper Mountain Rd)*

**Total Cost (thousands):** \$12,550 total (\$5,500 of the total cost is between 2021 – 2026)

**Description:** Widen existing 2-lane roadway to 3-lane roadway with bicycle lanes and sidewalks on one side

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion while improving left turn movements

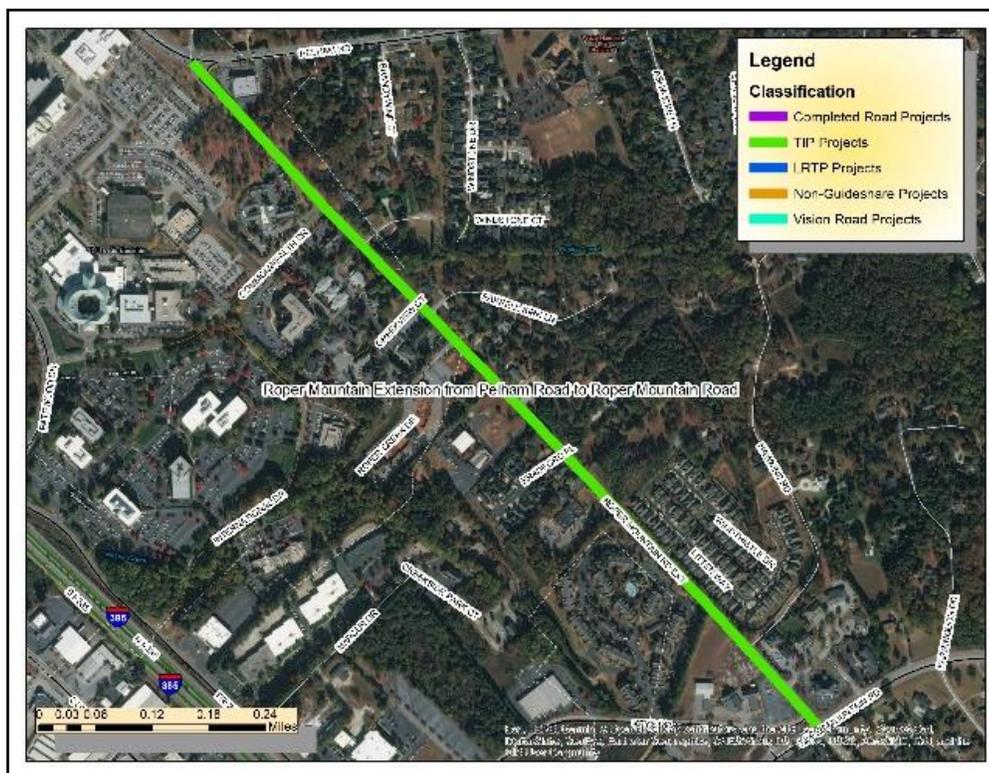
**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project has been combined with Roper Mountain Road project below.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,550								\$ -
ROW	\$ 1,200								\$ -
CONST		\$ 4,300	\$ 5,500						\$ 5,500
<b>TOTAL</b>	<b>\$ 2,750</b>	<b>\$ 4,300</b>	<b>\$ 5,500</b>	<b>\$ -</b>	<b>\$ 5,500</b>				



*Project: Roper Mountain Road (S-548) (between Roper Mountain Extension to Garlington Rd)*

**Total Cost (thousands):** \$11,400 total includes \$1,000 from Safety in FY 2018 (\$4,500 of the total cost is between 2021 – 2026)

**Description:** Widen existing 2-lane roadway to 3-lane roadway with bicycle lanes and sidewalks on one side.

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion while improving left turn movements.

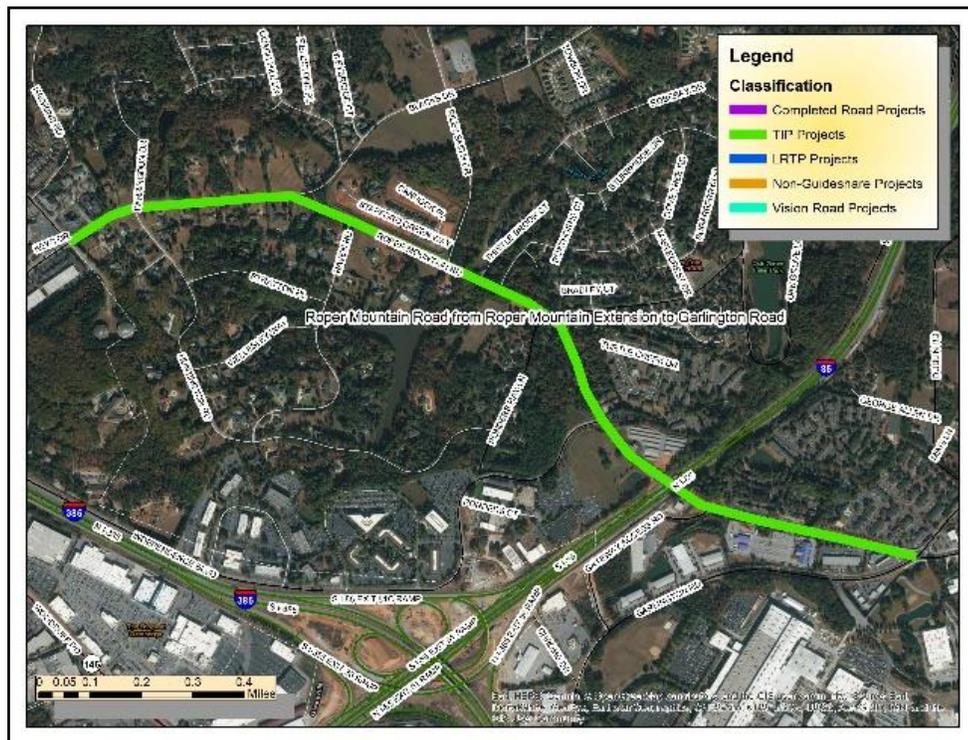
**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project has been combined with Roper Mountain Ext. project above.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,150								\$ -
ROW	\$ 1,500								\$ -
CONST		\$ 3,250	\$ 4,500						\$ 4,500
TOTAL	\$ 2,650	\$ 3,250	\$ 4,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500



*Project: Butler Road (S-107) (between Bridges Road to US 276)*

**Total Cost (thousands):** \$17,000 total (\$15,500 of total cost between 2021 – 2026)

**Description:** Widen existing 2-lane roadway to 4-lane highway with raised median and turn lanes at intersections, with bicycle lanes and sidewalks

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion while improving left turns at intersections

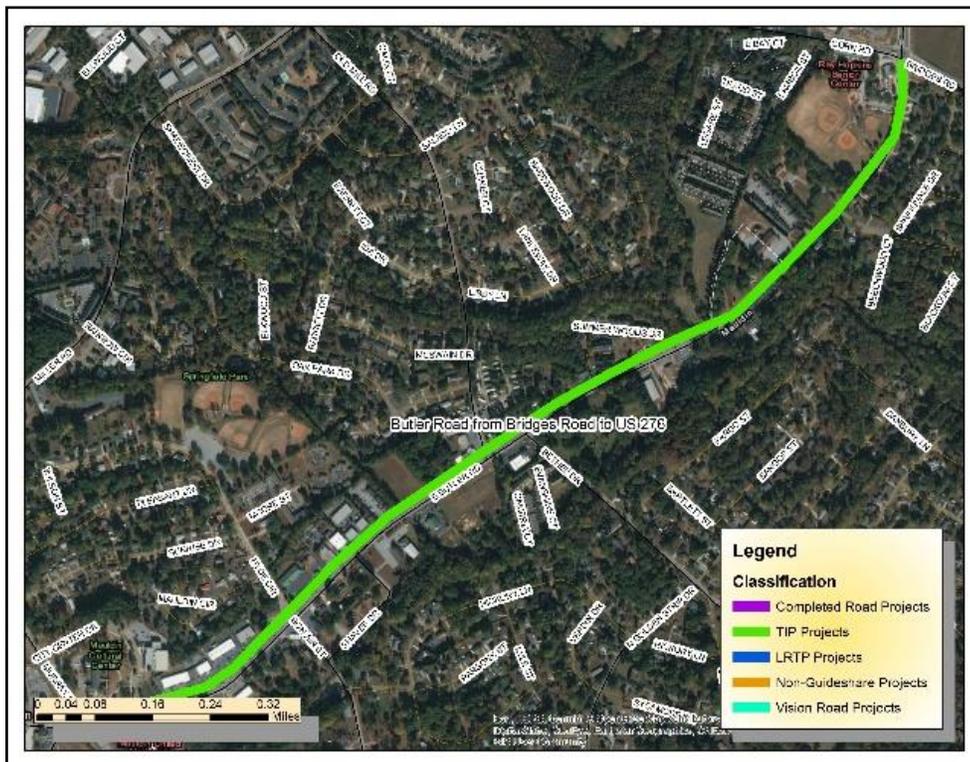
**County / City:** City of Mauldin

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP), Transportation Enhancements (TE)

**Remarks:** Transportation Enhancement monies will be spend along the project to bolster landscaping and pedestrian amenities.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,500								\$ -
ROW			\$ 1,000						\$ 1,000
CONST					\$ 4,500	\$ 10,000			\$ 14,500
<b>TOTAL</b>	<b>\$ 1,500</b>	<b>\$ -</b>	<b>\$ 1,000</b>	<b>\$ -</b>	<b>\$ 4,500</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,500</b>



*Project: Batesville Road (S-164) Phase II (between Pelham Road to The Parkway)*

**Total Cost (thousands):** \$1,200 total

**Description:** Widen existing 2-lane roadway to 3-lane highway with turn lanes at intersections, wide outside lanes for bicycles, and sidewalks

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion while improving left turns at intersections

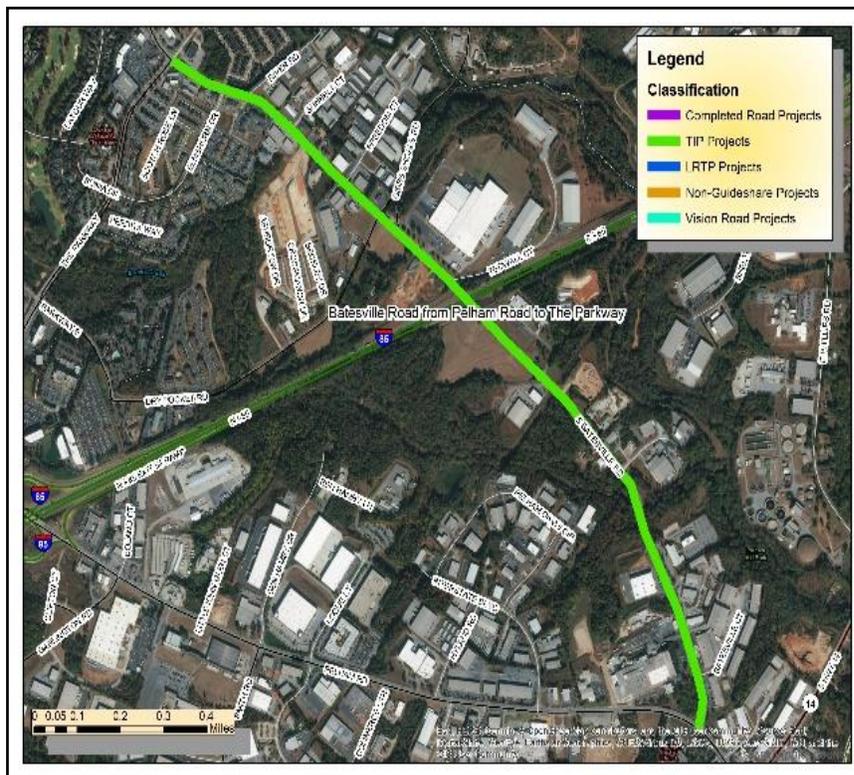
**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is on hold, pending the results of the scoping of the I-85 Widening

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,200								\$ -
ROW									\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 1,200</b>	<b>\$ -</b>							



*Project: Woodruff Road Parallel (between SC 146/Woodruff Rd to Miller Rd)*

**Total Cost (thousands):** \$42,000 total (\$37,100 of total cost between 2021 – 2026)

**Description:** New 4-lane divided, planted median, and multi-use path

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion with regulated development and limited access left turns

**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project has completed EA document and is awaiting final allocation of funding before proceeding to ROW acquisition.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 2,900	\$ 2,000							\$ -
ROW			\$ 8,750	\$ 9,450	\$ 9,450	\$ 9,450			\$ 37,100
CONST									\$ -
<b>TOTAL</b>	<b>\$ 2,900</b>	<b>\$ 2,000</b>	<b>\$ 8,750</b>	<b>\$ 9,450</b>	<b>\$ 9,450</b>	<b>\$ 9,450</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,100</b>



*Project: SC-153 Improvements (between I-85 to SC-123)*

**Total Cost (thousands):** \$ 5,300 total

**Description:** Intersection Improvements and turning lanes

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion while improving left turns at intersections

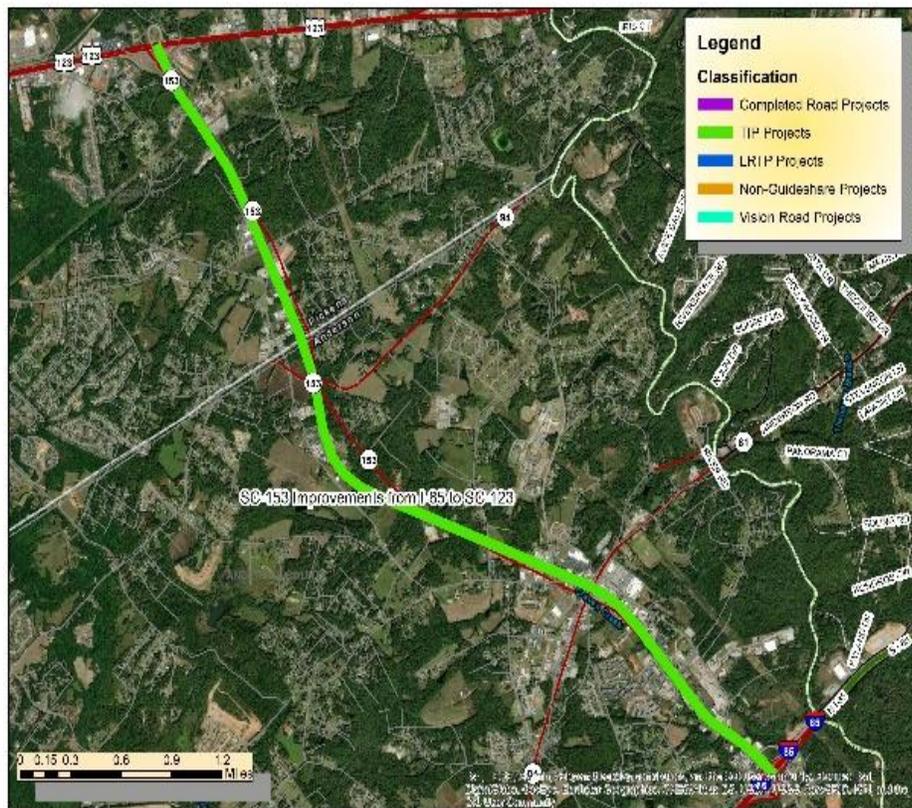
**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is preparing for construction, estimated completion in 6/2020

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 500								\$ -
ROW	\$ 1,000								\$ -
CONST		\$ 3,800							\$ -
<b>TOTAL</b>	<b>\$ 1,500</b>	<b>\$ 3,800</b>	<b>\$ -</b>						



*Project: Garlington Road Widening (between SC-146 to Roper Mountain Rd)*

**Total Cost (thousands):** \$300 total for PL Phase, remainder TBD

**Description:** Widening to 3 lanes with a center turn lane, bike lanes and sidewalks (conceptual only; true scope will be determined in PL and PE phases)

**Purpose and Need:** To mitigate current and future congestion

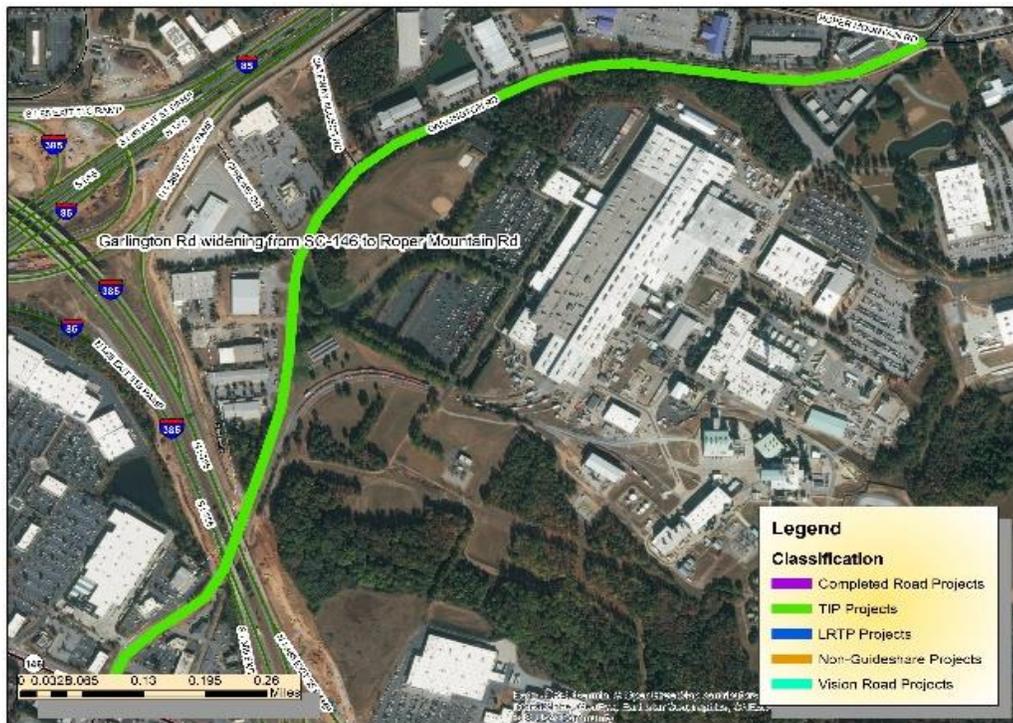
**County / City:** County of Greenville and City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY22.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL				\$ 300					\$ 300
PE						TBD	TBD		\$ -
ROW						TBD	TBD		\$ -
CONST						TBD	TBD		\$ -
TOTAL	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ 300



*Project: US-29/Mills Avenue (between from Augusta St to Stevens St)*

**Total Cost (thousands):** \$500 total for PL Phase, remainder TBD

**Description:** Access Management improvements that will be determined during the PL and PE phases

**Purpose and Need:** To mitigate future congestion and safety concerns

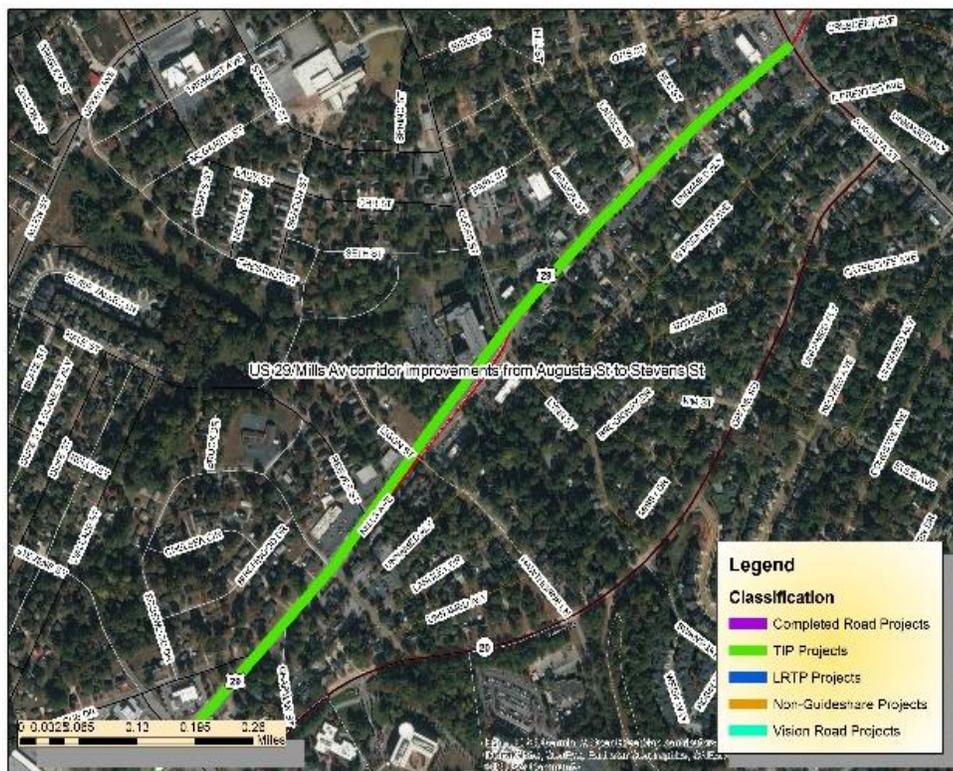
**County / City:** County of Greenville and City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY22

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL				\$ 500					\$ 500
PE						TBD	TBD		\$ -
ROW						TBD	TBD		\$ -
CONST						TBD	TBD		\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 500



*Project: Grove Road (between US 25 to W Faris Rd)*

**Total Cost (thousands):** \$500 total for PL Phase, remainder TBD

**Description:** Widening to 5 lanes near Faris Rd and White Horse Rd and 3 lanes between Old Grove Rd and Centennial Rd with bike lanes and sidewalks throughout (conceptual only; true scope will be determined during the PL and PE phases)

**Purpose and Need:** To mitigate current and future congestion

**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY22.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL				\$ 500					\$ 500
PE						TBD	TBD		\$ -
ROW						TBD	TBD		\$ -
CONST						TBD	TBD		\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 500



*Project: Laurens Road (between I-85 to Innovation Dr)*

**Total Cost (thousands):** \$500 total for PL Phase, remainder TBD

**Description:** General corridor improvements from I-85 to Innovation Drive

**Purpose and Need:** To mitigate safety and operational concerns

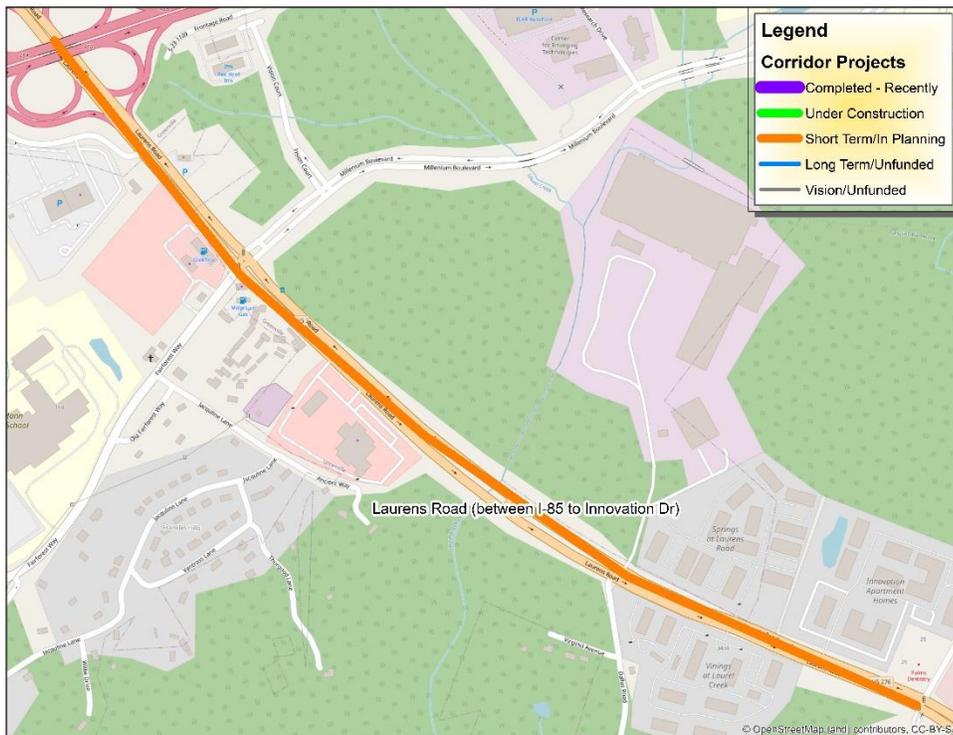
**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY25.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL							\$ 500		\$ 500
PE								TBD	\$ -
ROW								TBD	\$ -
CONST								TBD	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 500



*Project: Academy St / US-123 (between Pendleton St to Washington Ave)*

**Total Cost (thousands):** \$500 total for PL Phase, remainder TBD

**Description:** General corridor improvements from Pendleton Street to Washington Street

**Purpose and Need:** To mitigate safety and operational concerns

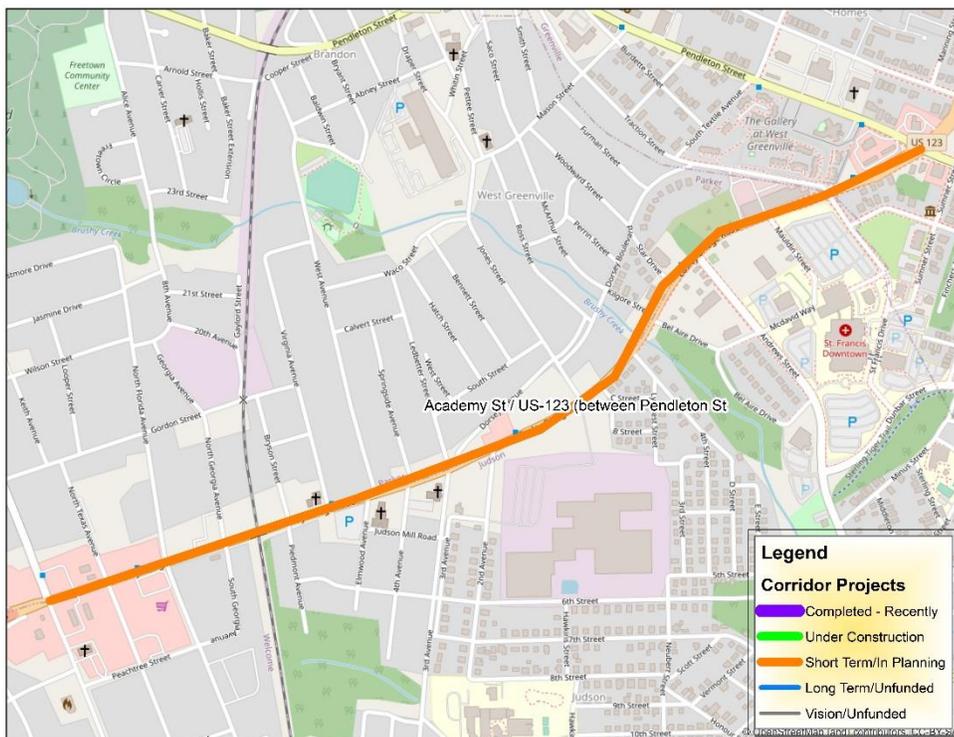
**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY25. Acceleration is anticipated due to Judson Mill redevelopment.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL							\$ 500		\$ 500
PE								TBD	\$ -
ROW								TBD	\$ -
CONST								TBD	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 500



## Guideshare Intersection Improvements

<u>Project:</u>	<u><a href="#">Woodruff Rd/I-85 Interchange Ramp Modifications (SC 146/Woodruff Road at I-85 Interchange Ramp Modifications)</a></u> .....	48
<u>Project:</u>	<u><a href="#">Woodruff Rd (SC 146) and Garlington/Miller (SC 146/Woodruff Road at Miller Rd/Garlington Rd)</a></u> .....	49
<u>Project:</u>	<u><a href="#">Brushy Creek and Strange Rd (Brushy Creek Rd at Strange Rd Eastside High School)</a></u> .....	50
<u>Project:</u>	<u><a href="#">Ann St (US 178) and Jones St</a></u> .....	51
<u>Project:</u>	<u><a href="#">SC-14 (between Five Forks Rd &amp; Bethel Rd)</a></u> .....	52
<u>Project:</u>	<u><a href="#">Haywood Rd and Pelham Rd</a></u> .....	53
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<u>Project:</u>	<u><a href="#">E Blue Ridge Dr / State Park Rd and Poinsett Hwy</a></u> .....	56

**Total Cost (thousands):** All TIP Costs for Intersections accounted in Guideshare Resurfacing section below

**Description:** Scope of project will vary at each intersection, but will generally involve adding left-turn lanes and in some cases installation of traffic signals. A precise scope of work will not be determined until detailed analysis of traffic flow is completed and environmental and engineering constraints at each location are fully examined.

**Purpose and Need:** To improve traffic safety and traffic flow.

**County, City:** Region-wide

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP), with local support as needed

**Remarks:** Intersection project location maps on following pages.

*Project: Woodruff Rd/I-85 Interchange Ramp Modifications (SC 146/Woodruff Road at I-85 Interchange Ramp Modifications)*

**Total Cost (thousands):** \$1,781 total

**Description:** Interchange improvements

**Purpose and Need:** Address the congestion and safety concerns at the interchange of a major interstate and thoroughfare

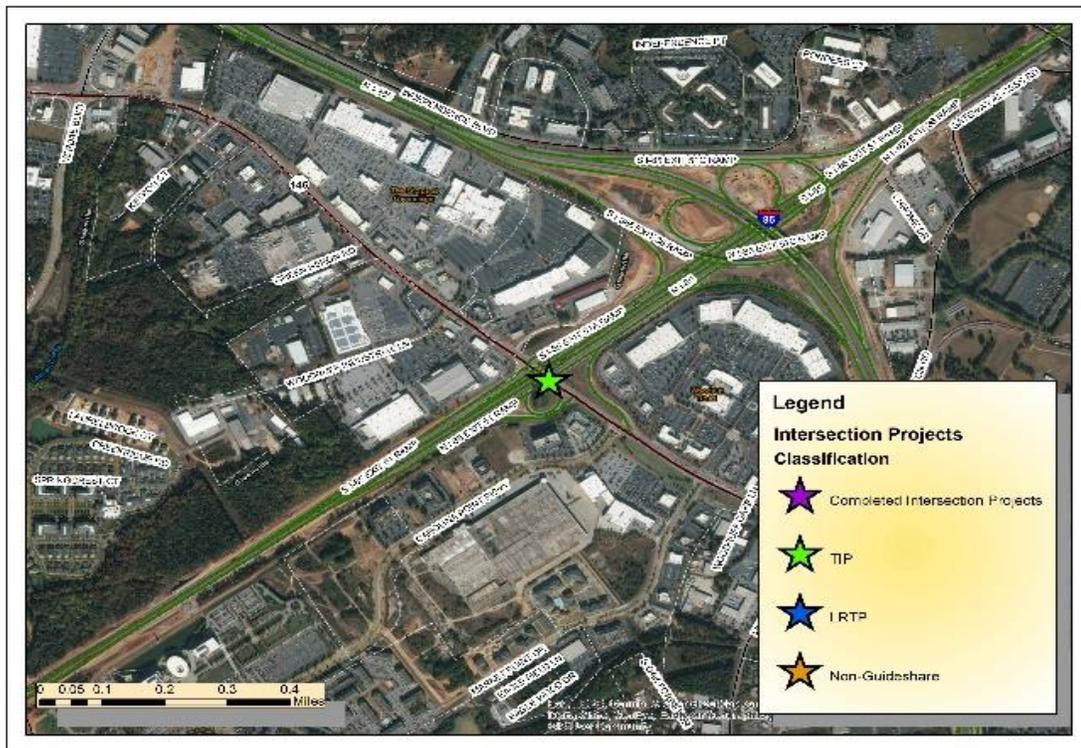
**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is under construction, to be completed with I-85/385 Gateway.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,781								\$ -
ROW									\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 1,781</b>	<b>\$ -</b>							



*Project: Woodruff Rd (SC 146) and Garlington/Miller (SC 146/Woodruff Road at Miller Rd/Garlington Rd)*

**Total Cost (thousands):** \$1,781 total

**Description:** Intersection improvements

**Purpose and Need:** Address the congestion and safety concerns at the intersection of the two major thoroughfares

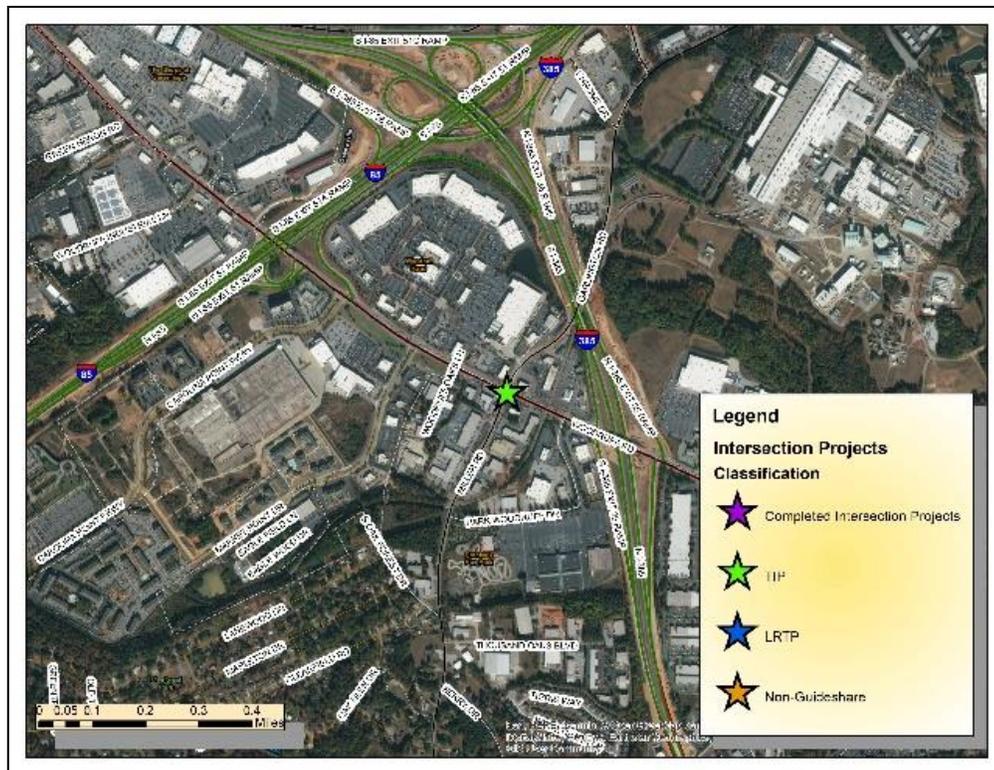
**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is under construction, to be completed with I-85/385 Gateway.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,781								\$ -
ROW									\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 1,781</b>	<b>\$ -</b>							



*Project: Brushy Creek and Strange Rd (Brushy Creek Rd at Strange Rd Eastside High School)*

**Total Cost (thousands):** \$2,616 total

**Description:** Intersection improvements

**Purpose and Need:** Address the congestion and safety concerns at the intersection of the two major thoroughfares

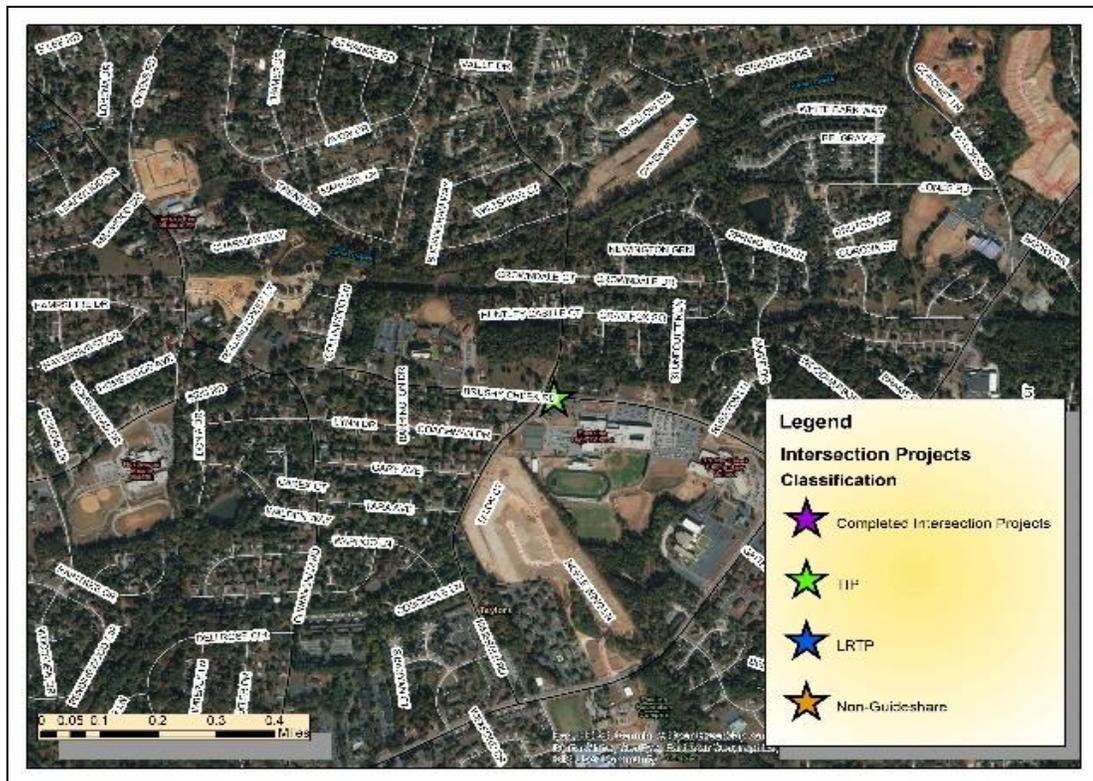
**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is Complete.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 549								\$ -
ROW									\$ -
CONST	\$ 2,067								\$ -
<b>TOTAL</b>	<b>\$ 2,616</b>	<b>\$ -</b>							



*Project: Ann St (US 178) and Jones St*

**Total Cost (thousands):** \$2,650 total

**Description:** Intersection improvements

**Purpose and Need:** Address the congestion and safety concerns at the intersection of the two major thoroughfares

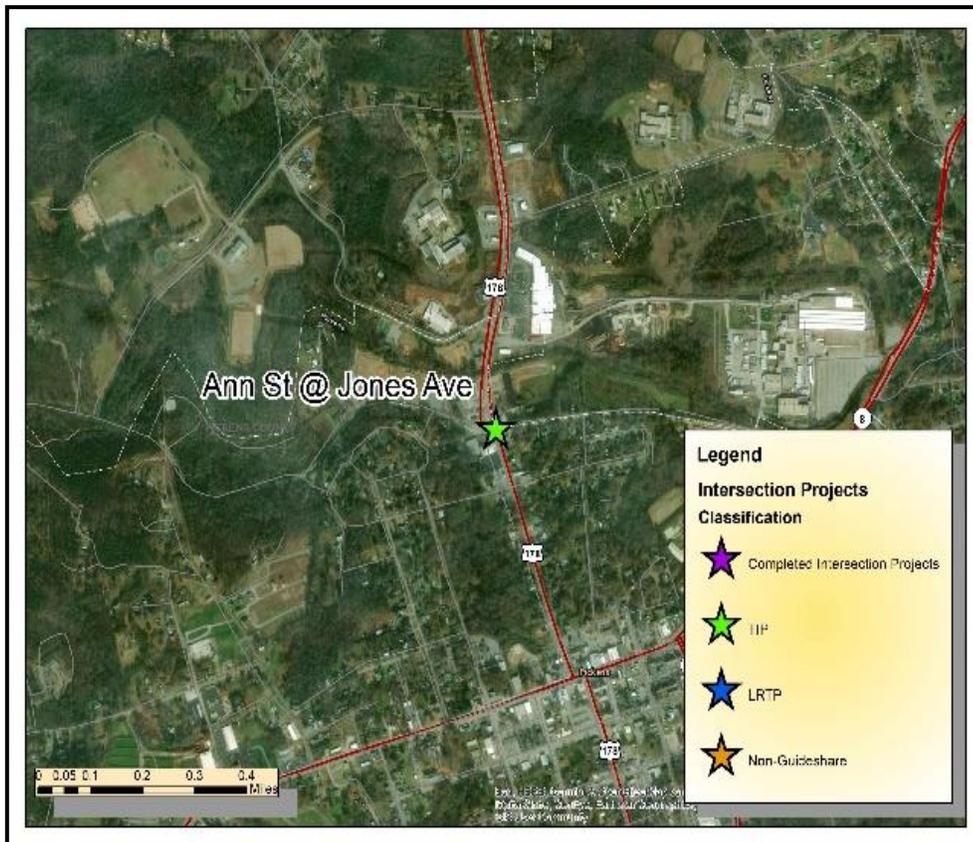
**County / City:** County of Pickens

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is Complete.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 450								\$ -
ROW									
CONST	\$ 2,200								\$ -
TOTAL	\$ 2,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



*Project: SC-14 (between Five Forks Rd & Bethel Rd)*

**Total Cost (thousands):** \$3,500 total

**Description:** Widen existing 3-lane roadway to 5-lane highway with raised median, turn lanes at intersections, bicycle lanes, and sidewalks

**Purpose and Need:** Provide additional capacity to address existing and future traffic congestion while improving flow of traffic between intersections

**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is near completion.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2022	FY 2024	FY 2025	FY 2025	TIP Total
PE	\$ 750								\$ -
ROW									\$ -
CONST	\$ 2,750								\$ -
<b>TOTAL</b>	<b>\$ 3,500</b>	<b>\$ -</b>							



*Project: Haywood Rd and Pelham Rd*

**Total Cost (thousands):** \$250 total for PL Phase, remainder TBD

**Description:** Intersection improvements such as driveway consolidation, improved signage, improved turn lanes, and multimodal considerations (concept only, true scope to be determined in the PL and PE Phases)

**Purpose and Need:** Address the congestion and safety concerns at the intersection of the two major thoroughfares

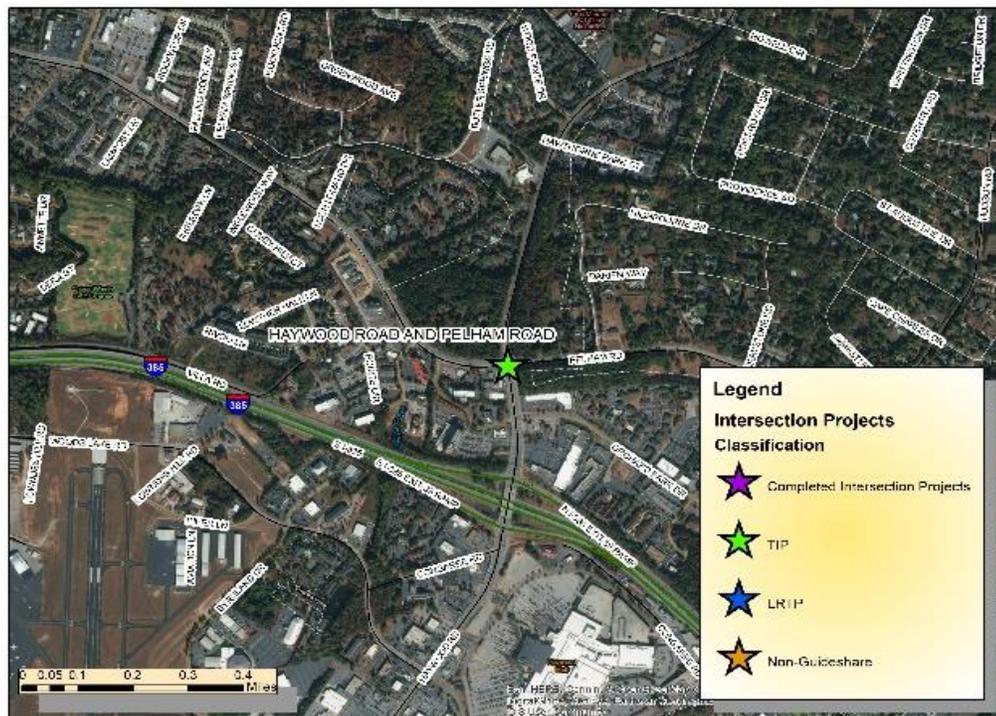
**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY22.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL				\$ 250					\$ 250
PE						TBD	TBD		\$ -
ROW						TBD	TBD		\$ -
CONST						TBD	TBD		\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 250



*Project: Pleasantburg Dr and Rutherford Rd*

**Total Cost (thousands):** \$250 total for PL Phase, remainder TBD

**Description:** Intersection improvements such as driveway consolidation, improved signage, improved turn lanes, and multimodal considerations (concept only, true scope to be determined in the PL and PE Phases)

**Purpose and Need:** Address the congestion and safety concerns at the intersection of the two major thoroughfares

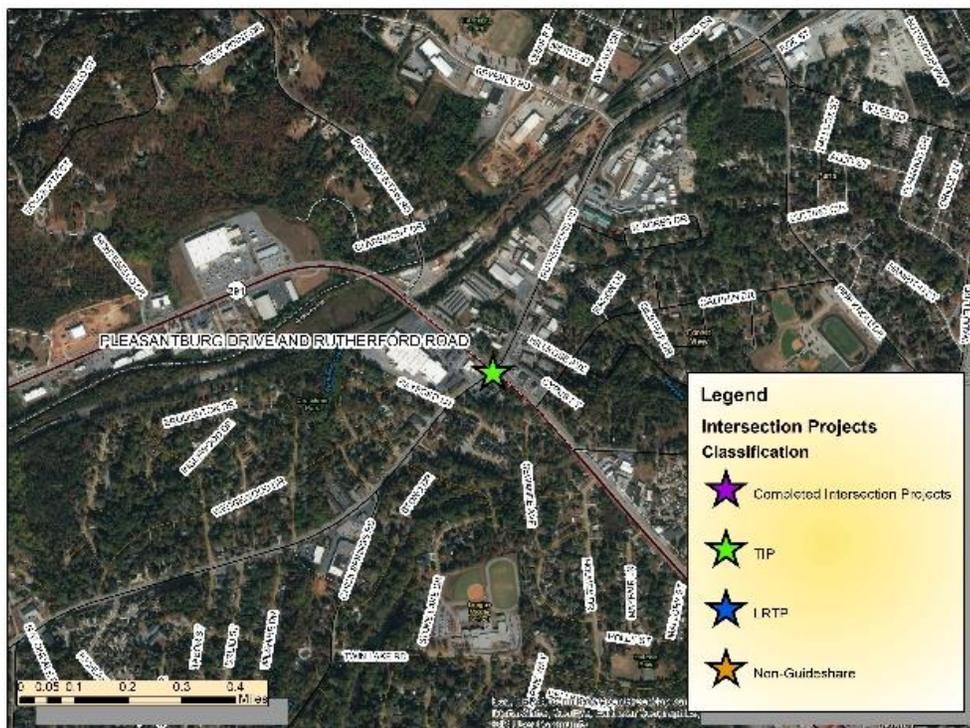
**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY22.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL				\$ 250					\$ 250
PE						TBD	TBD		\$ -
ROW						TBD	TBD		\$ -
CONST						TBD	TBD		\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 250



*Project: Whitehorse Rd / W Blue Ridge Rd*

**Total Cost (thousands):** \$500 total for PL Phase, remainder TBD

**Description:** Intersection Project to be determined by Planning Phase

**Purpose and Need:** Address the congestion and safety concerns at the intersection of the two major thoroughfares

**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY25.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL							\$ 500		\$ 500
PE								TBD	\$ -
ROW								TBD	\$ -
CONST								TBD	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 500



*Project: E Blue Ridge Dr / State Park Rd and Poinsett Hwy*

**Total Cost (thousands):** \$500 total for PL Phase, remainder TBD

**Description:** Intersection Project to be determined by Planning Phase

**Purpose and Need:** Address the congestion and safety concerns at the intersection of the two major thoroughfares

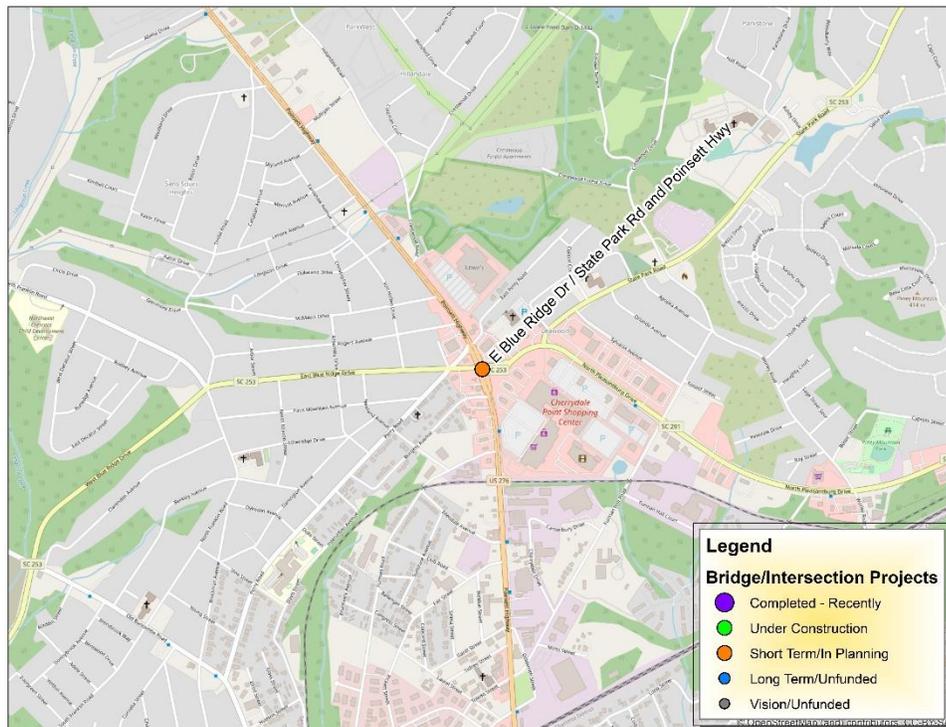
**County / City:** County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project is awaiting Planning Phase in FY25.

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL							\$ 500		\$ 500
PE								TBD	\$ -
ROW								TBD	\$ -
CONST								TBD	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 500



## Guideshare Bicycle and Pedestrian Projects

<u>Project:</u> <a href="#"><u>Mauldin Golden Strip Gateway</u></a> .....	58
<u>Project:</u> <a href="#"><u>Clemson-Central Green Crescent Connector</u></a> .....	59
<u>Project:</u> <a href="#"><u>Augusta St Area Bike Network</u></a> .....	60
<u>Project:</u> <a href="#"><u>City of Easley Doodle Trail Extension</u></a> .....	61
<u>Project:</u> <a href="#"><u>City of Greer and Taylors Greenway</u></a> .....	62
<u>Project:</u> <a href="#"><u>Travelers Rest Bike/Ped Network Expansion</u></a> .....	63

**Total Cost (thousands):** \$695 total and TBD

**Description:** Scope will vary depending on the project, but will generally involve SCDOT assessing and determining the best course of action

**Purpose and Need:** To improve traffic safety and provide transportation alternatives

**County / City:** Region-wide

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP), with local support as needed

**Remarks:** Project funding will not begin until 2024 as this is a new program.

*Project: Mauldin Golden Strip Gateway*

**Total Cost (thousands):** \$150 total for PL Phase, remainder TBD

**Description:** Multi-use path and extension of the Prisma Health Swamp Rabbit Trail

**Purpose and Need:** Provide transportation options to residents and visitors to City of Mauldin and Greenville County

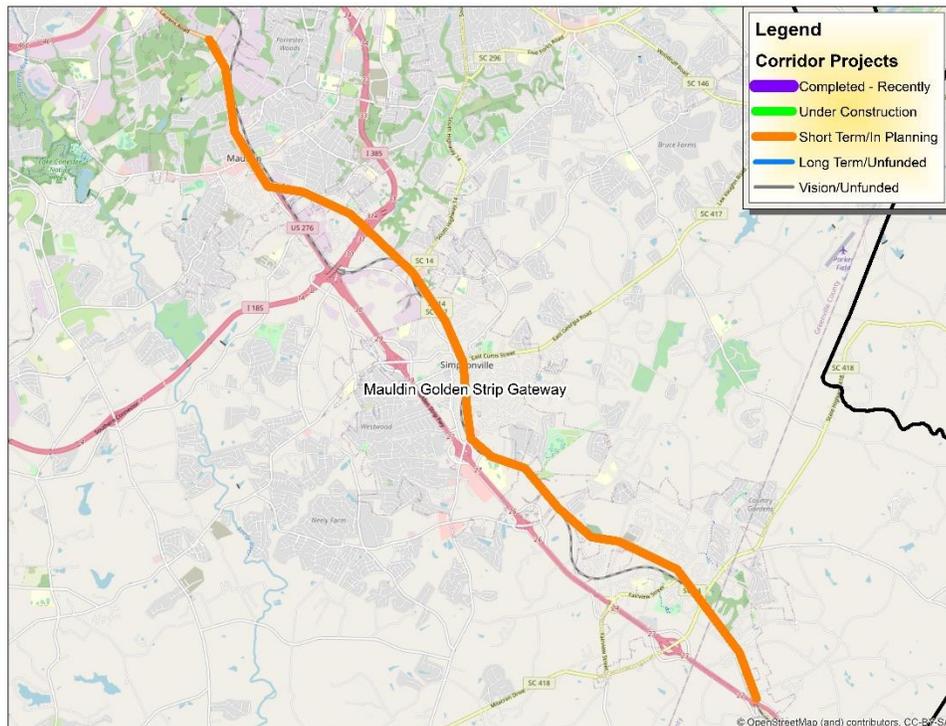
**County / City:** County of Greenville and City of Mauldin

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Funding will not be available until 2024 and will not be determined until after the planning phase is complete.

Existing Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL				\$ 150					\$ 150
PE						TBD	TBD		\$ -
ROW						TBD	TBD		\$ -
CONST						TBD	TBD		\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 150	\$ -	\$ -	\$ -	\$ -	\$ 150



*Project: Clemson-Central Green Crescent Connector*

**Total Cost (thousands):** \$150 total for PL Phase, remainder TBD

**Description:** Multi-use path and extension of the Green Crescent Trail connecting City of Clemson, Pickens County, and Town of Central

**Purpose and Need:** Provide transportation options to residents and visitors in Clemson and Central

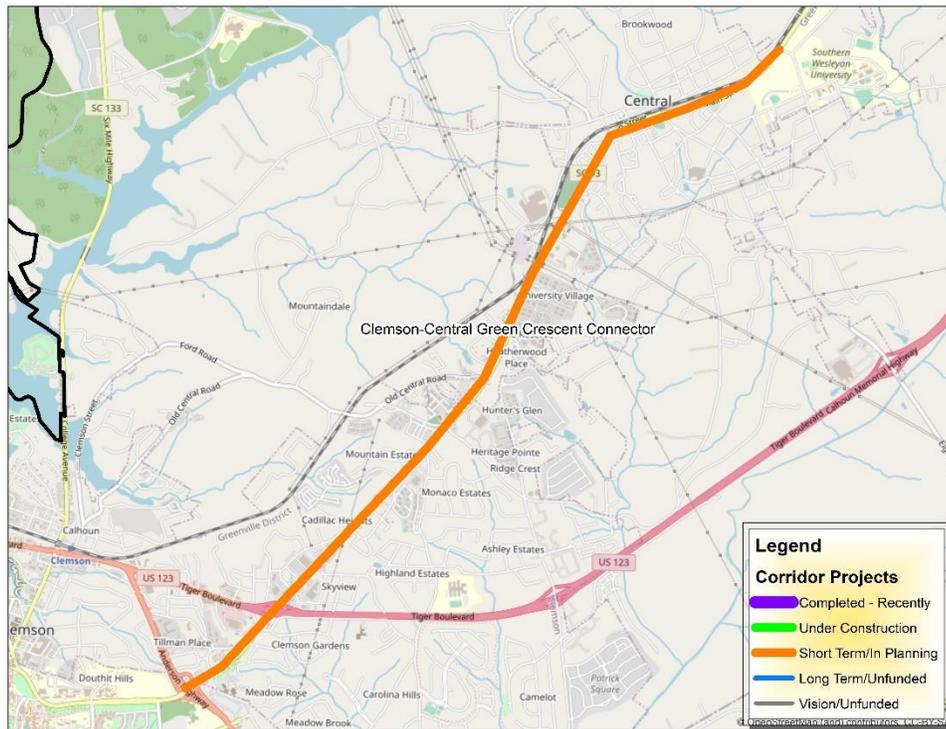
**County / City:** County of Pickens, City of Clemson, and Town of Central

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Funding will not be available until 2024 and will not be determined until after the planning phase is complete.

Existing Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL				\$ 150					\$ 150
PE						TBD	TBD		\$ -
ROW						TBD	TBD		\$ -
CONST						TBD	TBD		\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 150	\$ -	\$ -	\$ -	\$ -	\$ 150



*Project: Augusta St Area Bike Network*

**Total Cost (thousands):** \$200 total for PL Phase, remainder TBD

**Description:** Bike infrastructure network for residents and visitors in the City of Greenville

**Purpose and Need:** Provide transportation options to residents and visitors in Greenville

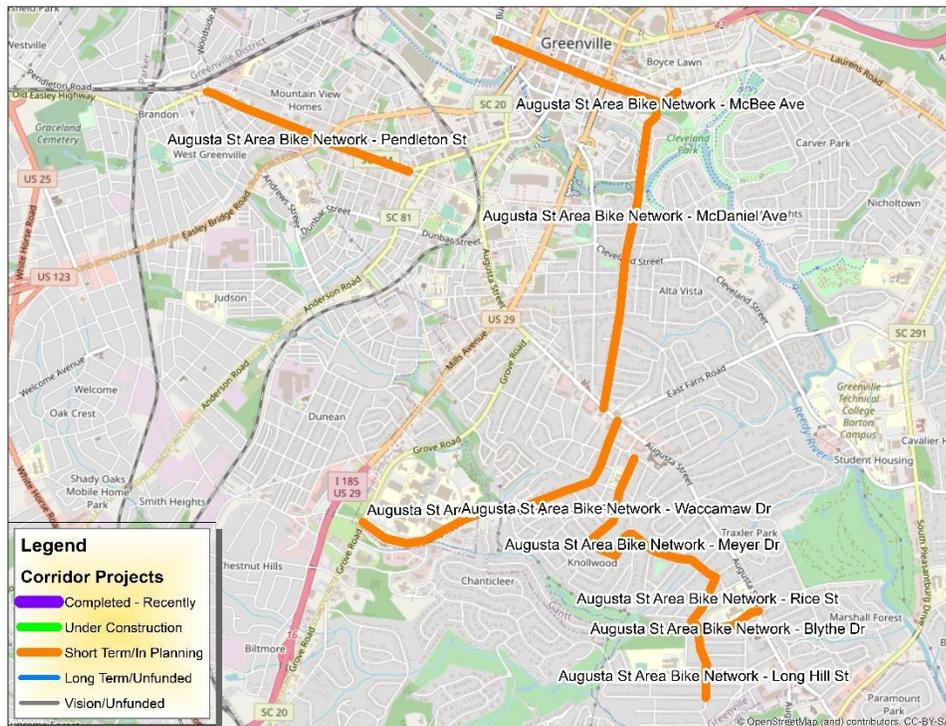
**County / City:** City of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Funding will not be available until 2024 and will not be determined until after the planning phase is complete.

Existing Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL					\$ 200				\$ 200
PE							TBD	TBD	\$ -
ROW							TBD	TBD	\$ -
CONST							TBD	TBD	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ 200



*Project: City of Easley Doodle Trail Extension*

**Total Cost (thousands):** \$150 total for PL Phase, remainder TBD

**Description:** Multi-use path and extension of the Doodle Trail connecting City of Pickens and City of Easley

**Purpose and Need:** Provide transportation options to residents and visitors in Easley and Pickens

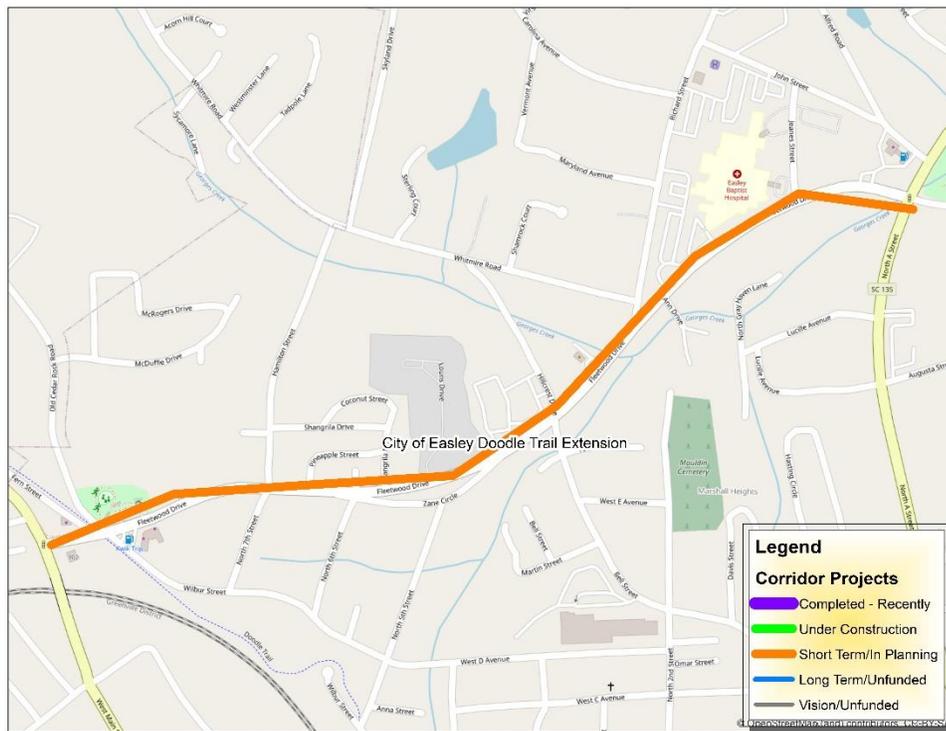
**County / City:** City of Easley

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Funding will not be available until 2024 and will not be determined until after the planning phase is complete.

Existing Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL					\$ 150				\$ 150
PE							TBD	TBD	\$ -
ROW							TBD	TBD	\$ -
CONST							TBD	TBD	\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 150</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 150</b>



*Project: City of Greer and Taylors Greenway*

**Total Cost (thousands):** \$25 total for PL Phase, remainder TBD

**Description:** Shared-use path following the US 29 Corridor

**Purpose and Need:** Provide transportation options to residents and visitors in Greer, the Taylors area, and Greenville County

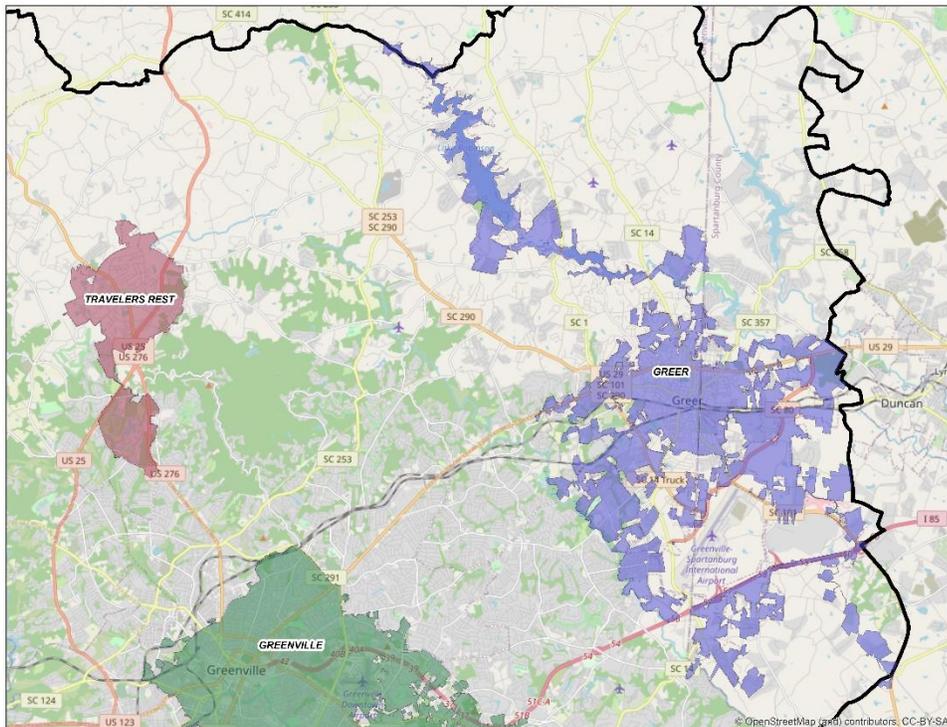
**County / City:** City of Greer and City of Taylors

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project scope is TBD once corridor is established.

Existing Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL							\$ 25		\$ 25
PE								TBD	\$ -
ROW								TBD	\$ -
CONST								TBD	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25



*Project: Travelers Rest Bike/Ped Network Expansion*

**Total Cost (thousands):** \$20 total for PL Phase, remainder TBD

**Description:** A combination of shared-use paths, bike lanes, and bike routes following the US 276 Corridor, Poinsett Highway, and McElhaney Road

**Purpose and Need:** Active transportation access to schools, regional parks, neighborhoods, and jobs/services. This project expands the existing bike/pedestrian network in Travelers Rest to provide connections to schools, downtown, and the Swamp Rabbit Trail.

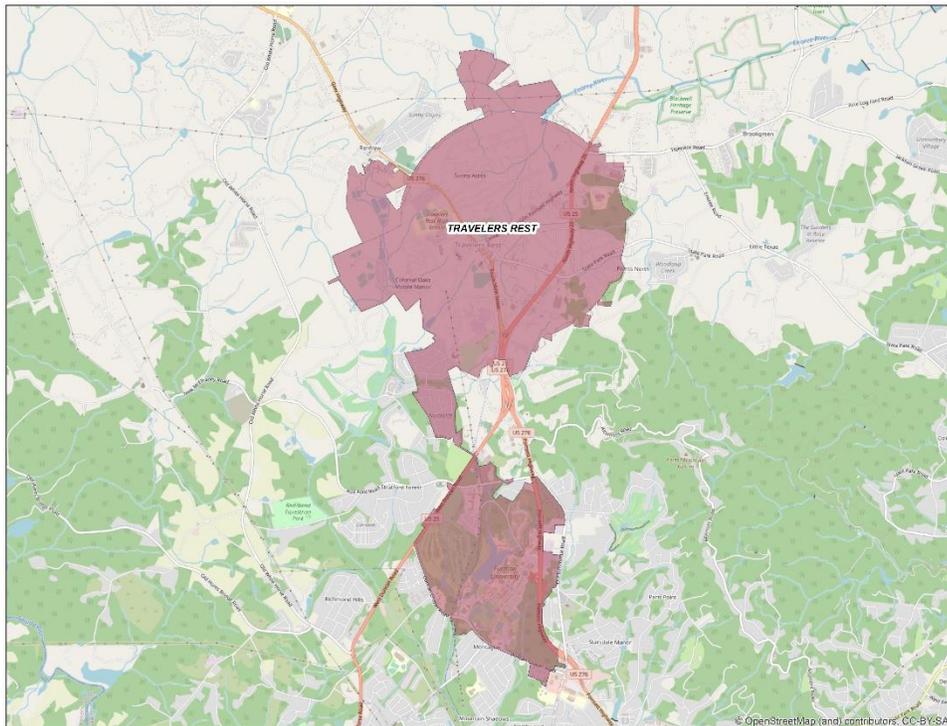
**County / City:** City of Travelers Rest

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Project scope is TBD once priority area is established.

Existing Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL							\$ 20		\$ 20
PE								TBD	\$ -
ROW								TBD	\$ -
CONST								TBD	\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20



## Transit Capital Project

<u>Project:</u> <a href="#">GTA – Greenlink Capital</a> .....	65
<u>Project:</u> <a href="#">CAT – Clemson Area Transit Capital</a> .....	66

**Total Cost (thousands):** \$5,400 Total

**Description:** Funding for transit services in the GPATS region

**Purpose and Need:** To providing funding to maintain and or expand transit services

**County / City:** Cities and counties where CAT and GTA operate transit services

**Program Type:** Guideshare

**Funding Source:** CAT/GTA and other local sources used to fund transit

**Remarks:** Project funding will not begin until 2024 as this is a new program.

*Project: GTA – Greenlink Capital*

**Total Cost (thousands):** \$2,700 total

**Description:** Funding towards capital such as bus replacements

**Purpose and Need:** To provide additional funding for capital purchases

**County / City:** City of Greenville and County of Greenville

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Funds will be utilized to purchase capital to support GTA’s current services and/or expansion of services.

Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
						\$ 900	\$ 900	\$ 900	\$ 2,700
									\$ -
									\$ -
									\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 900	\$ 2,700

*Project: CAT – Clemson Area Transit Capital*

**Total Cost (thousands):** \$2,700 total

**Description:** Funding towards capital such as bus replacements

**Purpose and Need:** To provide funding for capital purchases and operations.

**County / City:** City of Clemson, County of Anderson, and County of Pickens

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP)

**Remarks:** Money will be used as needed for capital purchases and operation expenses.

Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
						\$ 900	\$ 900	\$ 900	\$ 2,700
									\$ -
									\$ -
									\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 900	\$ 2,700

## Guideshare Traffic Signal Retiming Corridors

**Total Cost (thousands):** \$11,436 total

**Description:** Scope of project will vary at each corridor, but will generally involve SCDOT assessing and retiming the signalization along the corridor

**Purpose and Need:** To improve traffic safety and traffic flow

**County / City:** Region-wide

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program (STP), with local support as needed

**Remarks:** This project will be ongoing as corridors require retiming.

Traffic Signal Retiming Corridors									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
US 123, Easley	\$ 122								\$ -
Pelham Road, Greenville	\$ 122								\$ -
US 276 (Cherrydale), Greenville/Greenville County			\$ 80						\$ 80
Woodruff Road (Scuffletown), Greenville County	\$ 55								\$ -
SC 93, Clemson	\$ 50								\$ -
US 276-West Butler Road, Mauldin	\$ 55								\$ -
Fairview Road, Simpsonville			\$ 90						\$ 90
East Butler Road, Mauldin			\$ 70						\$ 70
Signal Retiming Allocation	\$ 900	\$ 150	\$ 150	\$ 150	\$ 150	\$ 900	\$ 900		\$ 2,250
Signal Retiming Balance	\$ 496	\$ 646	\$ 556	\$ 706	\$ 856	\$ 1,756	\$ 2,656	\$ 2,656	\$ 9,186
TOTAL		\$ 796	\$ 946	\$ 856	\$ 1,006	\$ 2,656	\$ 3,556	\$ 2,656	\$ 11,676

.....

## Non-Guideshare (Other Exempt Projects)

The projects listed in this section are funded by the Recreational Trails Program, the Appalachian Development Highway System, SCDOT’s statewide Interstate Upgrade Program or the economic development highway program administered by the S.C. Department of Commerce.

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*Project: Greenville County Poinsett Corridor Pedestrian and Lighting (US 276/Poinsett Hwy between S-23-21/Rutherford Rd & US 25/Hwy 25)*

**Total Cost (thousands):** \$4,000 total

**Description:** Pedestrian and streetscape improvements along the corridor including the installation of sidewalks, landscape buffer, planted median, and sidewalks

**Purpose:** To provide safer facilities for pedestrians by widening sidewalks, adding lighting and calming vehicular traffic

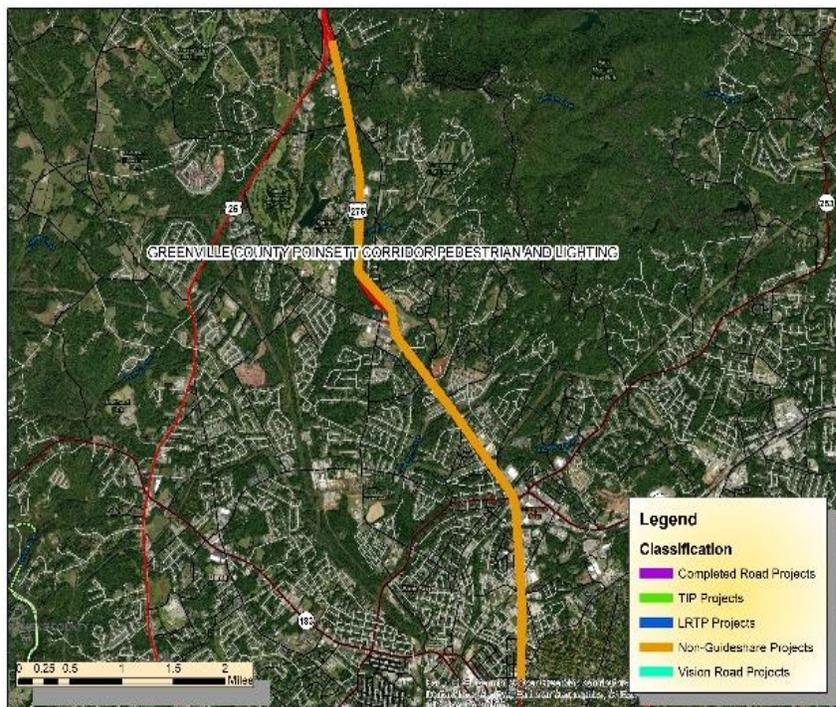
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Appalachian Regional Commission (ARC), See Transportation Alternatives Program (TAP) Section, & County of Greenville

**Remarks:** Project is Under Construction.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 4,000								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 4,000</b>	<b>\$ -</b>							



*Project: Hampton Ave Pedestrian Bridge over Norfolk Southern Railroad*

**Total Cost (thousands):** \$1,470 total

**Description:** Construction of pedestrian bridge over the Norfolk Southern Switching Yard

**Purpose:** To re-connected Hampton Avenue in Greenville County over the Norfolk Southern Switching Yard and provide a valuable pedestrian connection lost to residents when the bridge was demolished

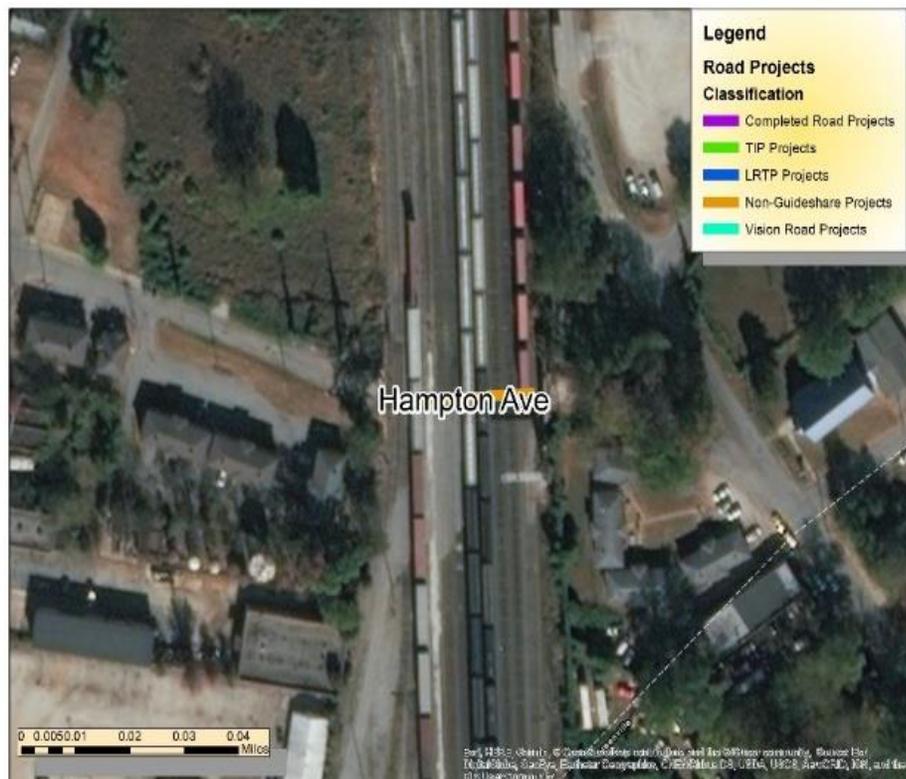
**County / City:** City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Appalachian Regional Commission (ARC), Greenville County Transportation Committee (CTC), & County of Greenville

**Remarks:** Project is Complete.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 1,470								\$ -
TOTAL	\$ 1,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



*Project: S-1136 (Perimeter Rd) Resurfacing/Rehabilitation  
(between 34.744535, -82.386863 & Old N Fork Shoals Rd)*

**Total Cost (thousands):** \$1,241 total

**Description:** Resurfacing and Pavement Rehabilitation

**Purpose:** To maintain good infrastructure condition

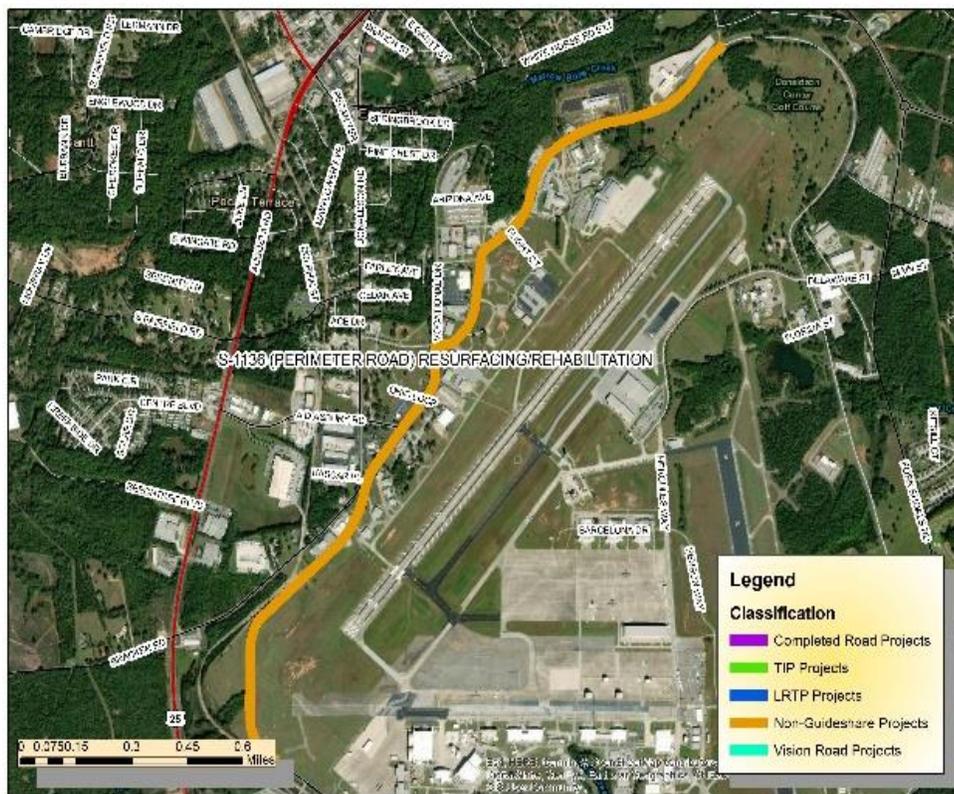
**County / City:** City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Appalachian Regional Commission (ARC)

**Remarks:** Project is Complete.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 1,241								\$ -
<b>TOTAL</b>	<b>\$ 1,241</b>	<b>\$ -</b>							



*Project: SC-93 at Clayton St – Town of Central*

**Total Cost (thousands):** \$664 total includes \$365 from local funds

**Description:** Intersection improvements such as turn lanes and a designated entrance and exit

**Purpose:** To aid busses trying to use the intersection

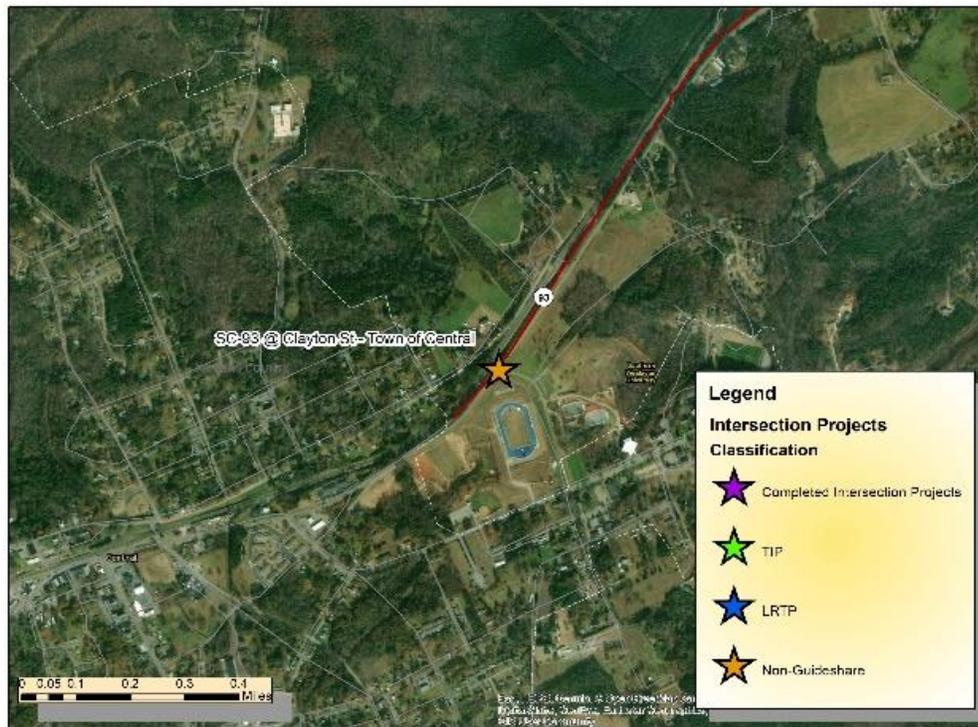
**County / City:** County of Greenville and City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Appalachian Regional Commission (ARC) and local

**Remarks:** This project has been completed and is fully operational.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 664								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 664</b>	<b>\$ -</b>							



*Project: Doodle Trail Extension and Amenities*

**Total Cost (thousands):** \$100 total

**Description:** Extend the Doodle Trail to connect to existing 7.5 miles of trail and construct a trailhead/park with trail amenities, signage, bike racks and benches

**Purpose:** To provide more bicycle and pedestrian infrastructure to residents and visitors to the Pickens area

**County / City:** County of Pickens and City of Pickens

**Program Type:** Non-Guideshare (RTC)

**Funding Source:** Recreational Trails Program (RTP)

**Remarks:** This project has been completed and is fully operational.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 100								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 100</b>	<b>\$ -</b>							



*Project: Mineral Spring Trail - Town Of Williamston*

**Total Cost (thousands):** \$76 total

**Description:** Construction of Phase II of the multi-use greenway — a .5-mile extension that travels by the old water treatment plant

**Purpose:** To provide bicycle and pedestrian infrastructure alternatives to residents and visitors to Williamston

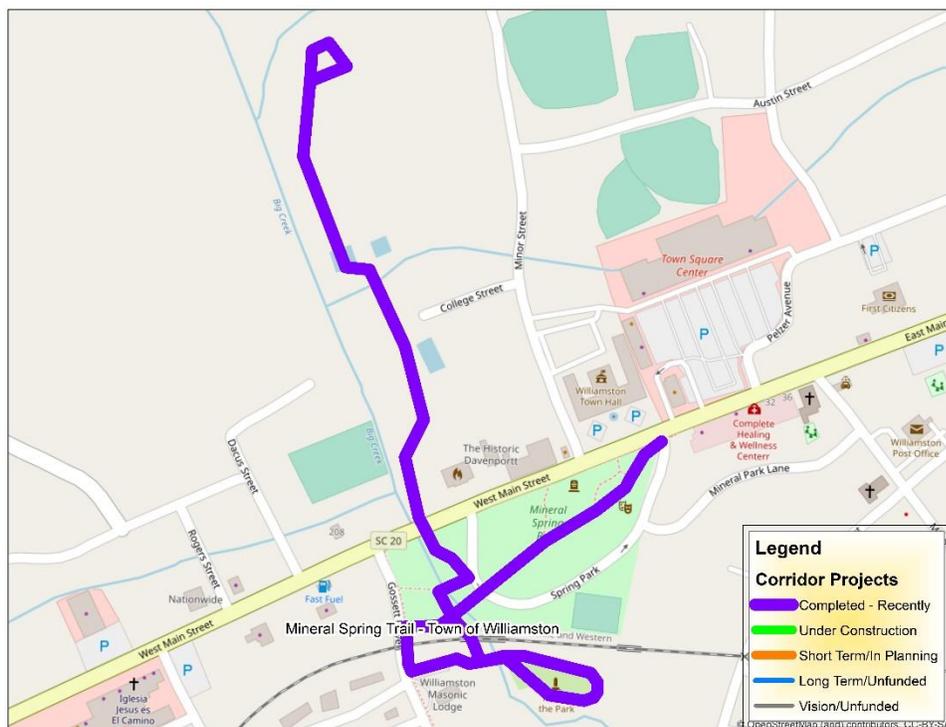
**County / City:** County of Anderson and Town of Williamston

**Program Type:** Non-Guideshare (RTC)

**Funding Source:** Recreational Trails Program (RTP)

**Remarks:** This project has been completed and is fully operational.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 76								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 76</b>	<b>\$ -</b>							



*Project: Clemson Biking and Walking Trail – Segment 2 (between Perimeter Rd & S-39-115)*

**Total Cost (thousands):** \$1,000 total includes \$500 from local funds (\$500 of the total cost is between 2021 – 2026)

**Description:** Approximately 1 mile shared-use path beginning at Perimeter Road and Old Stadium Road and ending near the trail head of Clemson University Trail at the intersection of W. Cherry Road and W. Queen Street

**Purpose:** To provide transportation alternatives to Clemson University residents and visitors

**County / City:** City of Clemson

**Program Type:** Non-Guideshare

**Funding Source:** Appalachian Regional Commission (ARC) and Local

**Remarks:** Project is in Preliminary Engineering. Surveys have been ordered.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PL		500							\$ -
PE									\$ -
ROW				\$ 60					\$ 60
CONST					\$ 440				\$ 440
<b>TOTAL</b>	\$ -	\$ 500	\$ -	\$ 60	\$ 440	\$ -	\$ -	\$ -	\$ 500



*Project: CU-ICAR and Fairforest Way (between Ridge Rd & Research Dr*

**Total Cost (thousands):** \$3,223 total

**Description:**

**Purpose:**

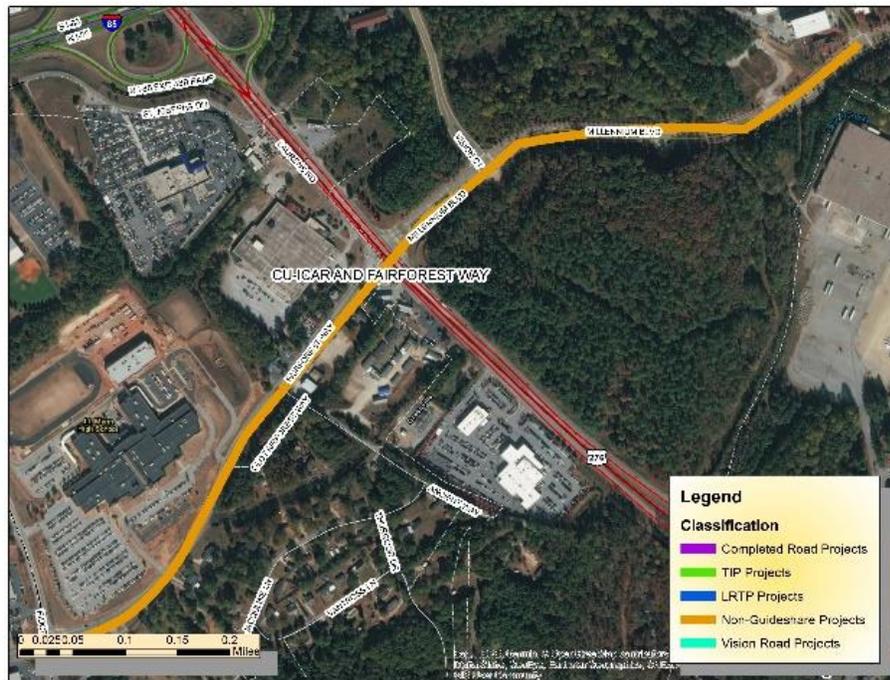
**County / City:** City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Earmark

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ -								\$ -
ROW									\$ -
CONST	\$ 3,223								\$ -
<b>TOTAL</b>	<b>\$ 3,223</b>	<b>\$ -</b>							





*Project: West Georgia Road (S-272) from Neely Ferry Rd to Fork Shoals (S-23-541/W Georgia Rd between S-23-958/Neely Ferry Rd & SC 146/Fork Shoals Rd)*

**Total Cost (thousands):** \$ 4,153 total includes \$692 local funds (\$3,153 of total cost between 2021 – 2026)

**Description:** Intersection improvements along W. Georgia Rd at Neely Ferry, E. Standing Springs Rd, and Rocky Creek Rd. Project also includes widening Kettle Oak Way to Rio Grande and Morning Mist Ln to Malibu Ln.

**Purpose:** To improve system reliability on the corridor

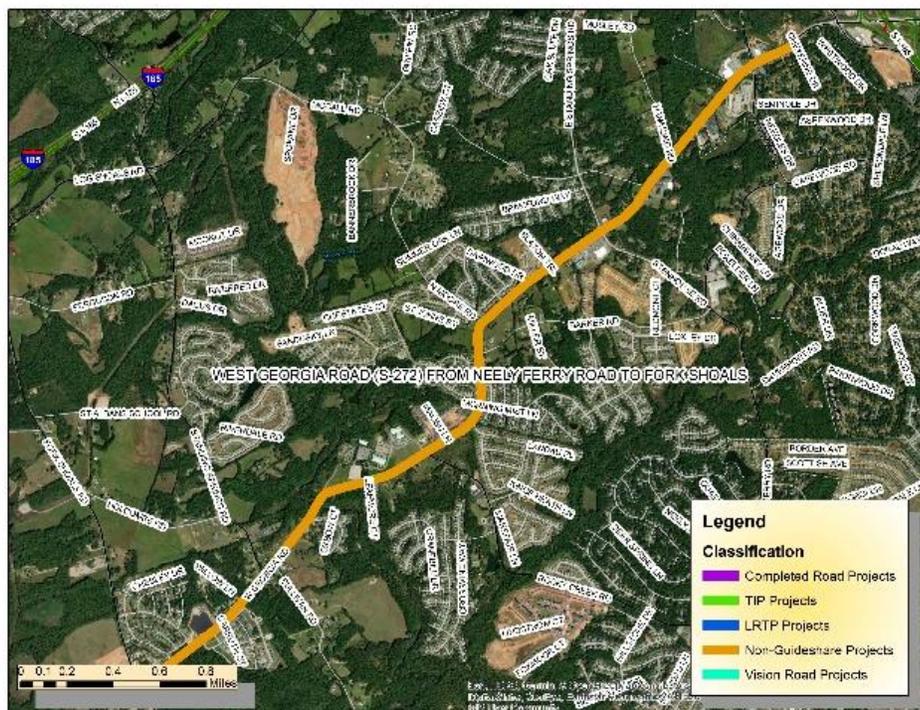
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Earmark

**Remarks:** Project is close to letting for construction.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,000								\$ -
ROW			\$ 250						\$ 250
CONST				\$ 2,903					\$ 2,903
<b>TOTAL</b>	<b>\$ 1,000</b>	<b>\$ -</b>	<b>\$ 250</b>	<b>\$ 2,903</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,153</b>



*Project: Greenville SC Transit Authority Multimodal Center*

**Total Cost (thousands):** \$998 total

**Description:** This facility will serve as the Operations & Maintenance Facility for Greenlink. It will serve primarily as the maintenance center for all Greenlink vehicles and contain office and training space for the Authority.

**Purpose:** To replace the outdated maintenance facility located at 154 Augusta Street and allow for expansion of the fleet so that Greenlink can increase frequency and other services

**County / City:** City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Earmark

**Remarks:** The current maintenance facility will be disposed of, per FTA requirements, and those funds invested in the new facility.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 998								\$ -
ROW									\$ -
CONST									\$ -
<b>TOTAL</b>	\$ 998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

*Project: Woodside Streetscape (Diamond Tip Blvd/Shaw St/Woodside Ave/S-23-211/Jones St between Fairview St & Wall St)*

**Total Cost (thousands):** \$789 total includes \$310 local funds (\$730 of total cost between 2021 – 2026)

**Description:** Installation of ADA compliant sidewalks and shared-use path beginning at the intersection of Fairview St and Diamond Tip Blvd, following Woodside Ave and ending at the intersection of Jones St and Wall St. Project includes a new alignment through Woodside Park.

**Purpose:** To provide safe and aesthetically pleasing bike and pedestrian infrastructure to residents and visitors of Fountain Inn

**County / City:** City of Fountain Inn

**Program Type:** Non-Guideshare

**Funding Source:** Transportation Enhancements (TE), Appalachian Regional Commission (ARC), and Local

**Remarks:** Right-of-way acquisition is scheduled to begin in May 2020.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW		\$ 59							\$ -
CONST			\$ 730						\$ 730
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 59</b>	<b>\$ 730</b>	<b>\$ -</b>	<b>\$ 730</b>				



*Project: Arts Park Connectivity Trail*

**Total Cost (thousands):** \$125 total

**Description:** Development of paved trail, with a concrete border, that travels through a neighborhood park and will connect two downtown neighborhoods, as well as various trail amenities.

**Purpose:** To provide transportation alternatives to residents of the City of Greer

**County / City:** City of Greer

**Program Type:** Non-Guideshare

**Funding Source:** Recreational Trails Program (RTP)

**Remarks:** Project is complete.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 125								\$ -
<b>TOTAL</b>	<b>\$ 125</b>	<b>\$ -</b>							



*Project: Conestee Boardwalks & Observation Deck Rehab/Replacement*

**Total Cost (thousands):** \$109 total

**Description:** Rehabilitation and/or replacement of several of the oldest wetland boardwalks and the West Bay Observation Deck at Lake Conestee Nature Preserve

**Purpose:** To maintain good infrastructure condition in the Lake Conestee Nature Preserve

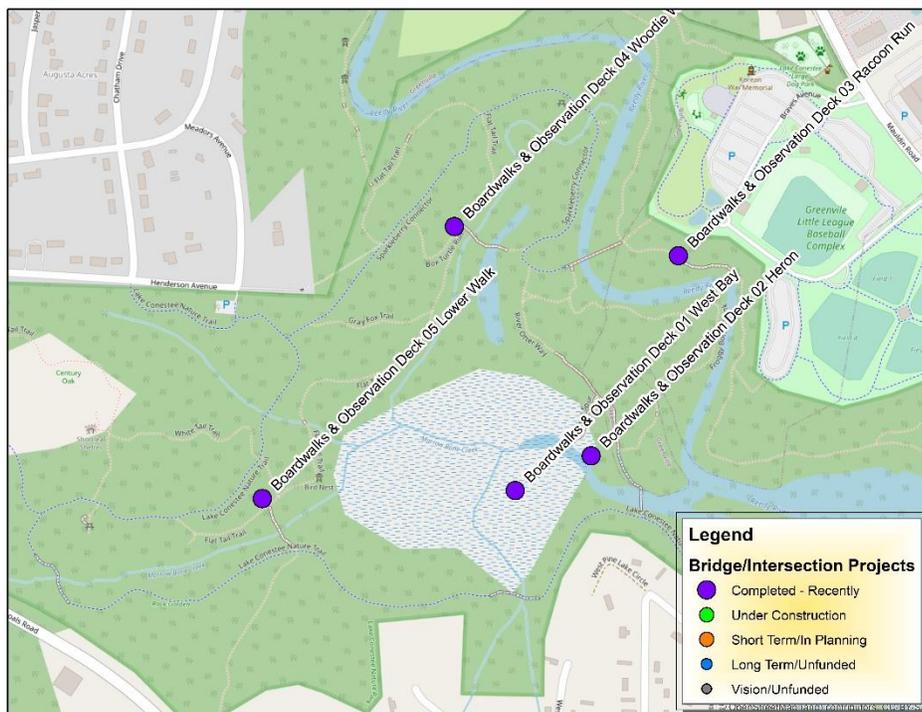
**County / City:** City of Greenville and County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Recreational Trails Program (RTP)

**Remarks:** The project is currently under construction.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 109								\$ -
<b>TOTAL</b>	<b>\$ 109</b>	<b>\$ -</b>							



*Project: Parallel Swamp Rabbit Trail in Unity Park*

**Total Cost (thousands):** \$125 total

**Description:**

**Purpose:**

**County / City:** City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Recreational Trails Program (RTP)

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW		\$ 125							\$ -
CONST									\$ -
<b>TOTAL</b>	\$ -	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Insert Map

*Project: Green Crescent Trail, Clemson Park Loop*

**Total Cost (thousands):** \$125 total

**Description:**

**Purpose:**

**County / City:** City of Clemson

**Program Type:** Non-Guideshare

**Funding Source:** Recreational Trails Program (RTP)

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW		\$ 125							\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 125</b>	<b>\$ -</b>						

Insert Map

*Project: I-85 Safety Improvements MM 30 to MM 60 (I-85 between SC 8/Easley Hwy & SC 101)*

**Total Cost (thousands):** \$3,050 total

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

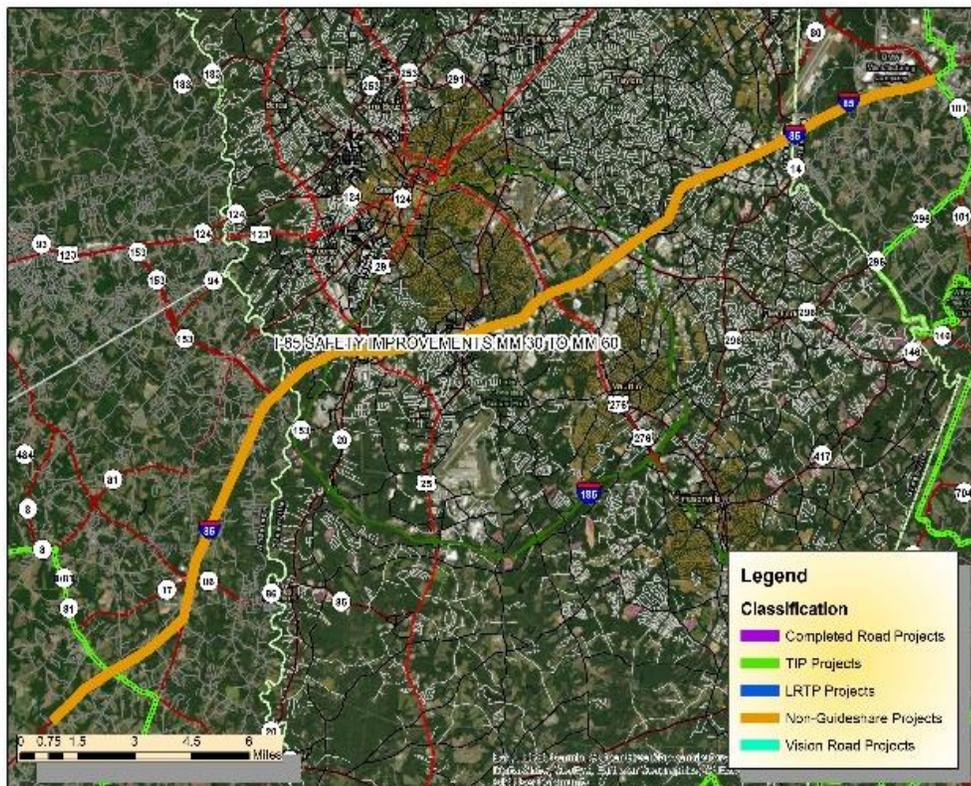
**County / City:** County of Anderson, County of Greenville, and County of Spartanburg

**Program Type:** Non-Guideshare

**Funding Source:** Safety/HSP

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE		\$ 100							\$ -
ROW									\$ -
CONST			\$ 3,000						\$ 3,000
<b>TOTAL</b>	\$ -	\$ 100	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000



*Combined Project #1: Projects US-29 – US-76 to Fairway Green,  
US-29 – S-232 Plantation Road to Whiten Road, and  
Whiten Road to Pine Trail*

**Total Cost (thousands):** \$6,757 total for all three (3) projects

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Anderson

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:**

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									
ROW	\$ 6,757								
CONST									
<b>TOTAL</b>	<b>\$ 6,757</b>	<b>\$ -</b>							

*Part 1: US-29 – US-76 to Fairway Green (US 29 between US 76 & Fairway Green)*



*Part 2: US-29 – S-232 Plantation Road to Whiten Road (US-29 between S-4-232/Plantation Road & S-4-246/Whiten Road)*



*Part 3: US-29 – Whiten Road to Pine Trail (between S-4-246/Whiten Road and S-4-217/Pine Trail)*



*Project: SC-8 – Palmetto Road to SC-81 (SC 8 between S-3-54/Palmetto Road & SC81)*

**Total Cost (thousands):** \$3,768 total

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

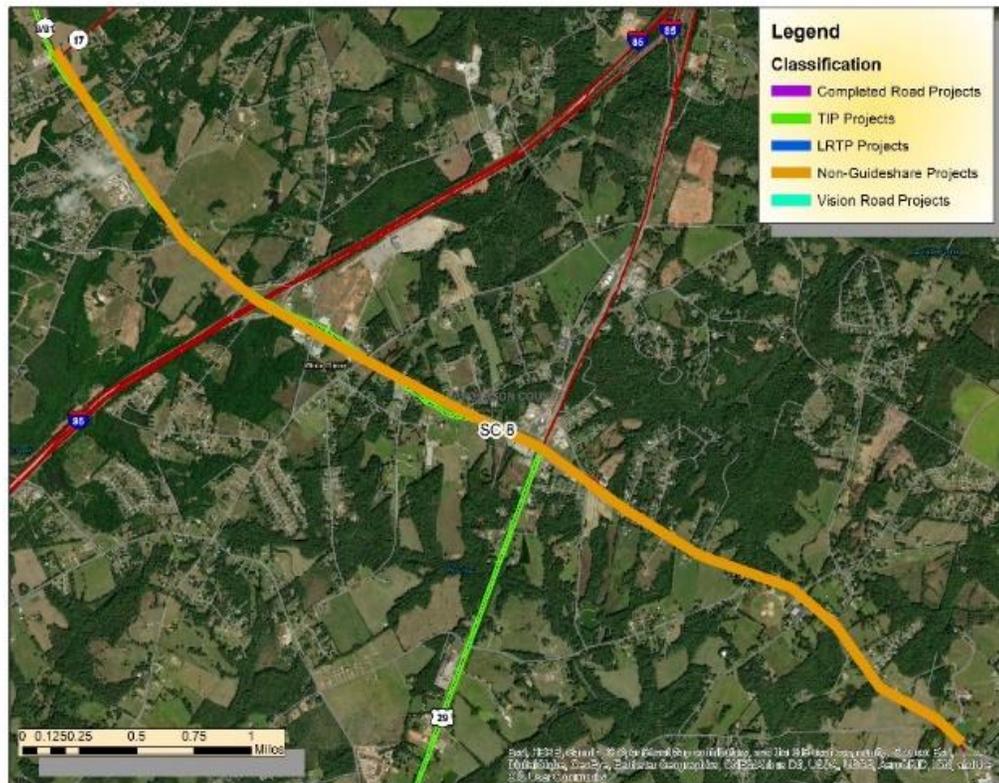
**County / City:** County of Anderson

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 3,768								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 3,768</b>	<b>\$ -</b>							



*Project: Hwy 25 – Poinsett Hwy to Tigerville Road (US 25/Highway 25 between US 276/Poinsett Hwy & S-23-273/Tigerville Road)*

**Total Cost (thousands):** \$2,006 total

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

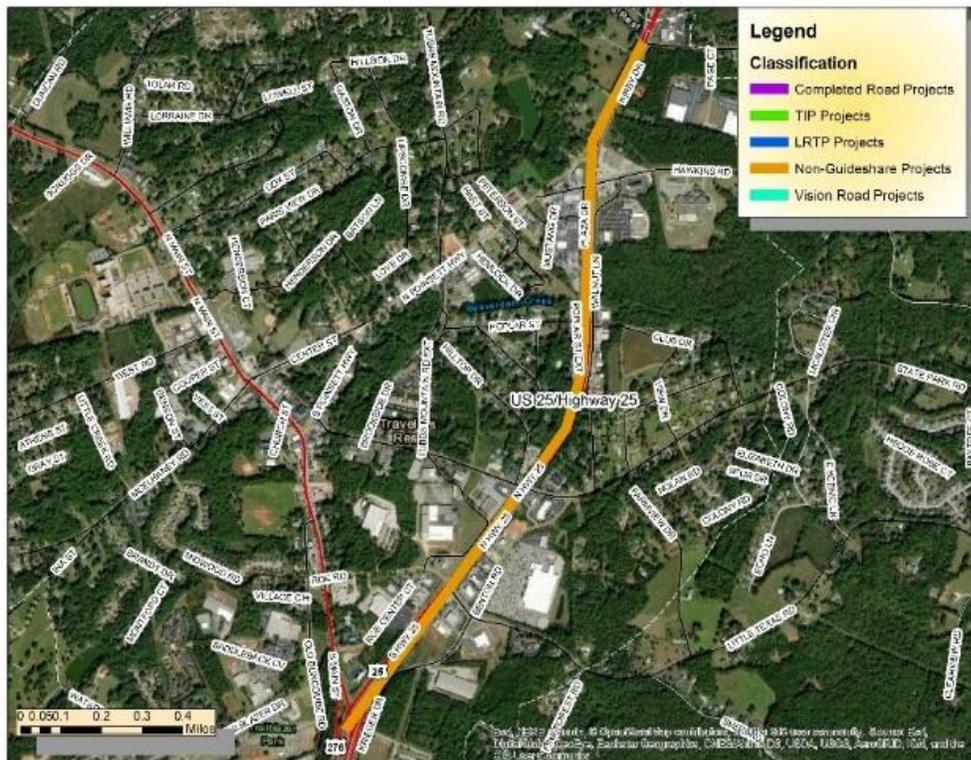
**County / City:** City of Travelers Rest

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 2,006								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 2,006</b>	<b>\$ -</b>							



*Combined Project #2: Projects S Main – Roe Center Court to Hwy 25 (US 276/S Main St between Roe Center Road & US 25/Hwy 25) and Poinsett Hwy – Hwy 25 to Abelia Rd (US 276/Poinsett Hwy between US 25/Hwy 25 & Abelia Rd)*

**Total Cost (thousands):** \$3,571 total for two (2) projects

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

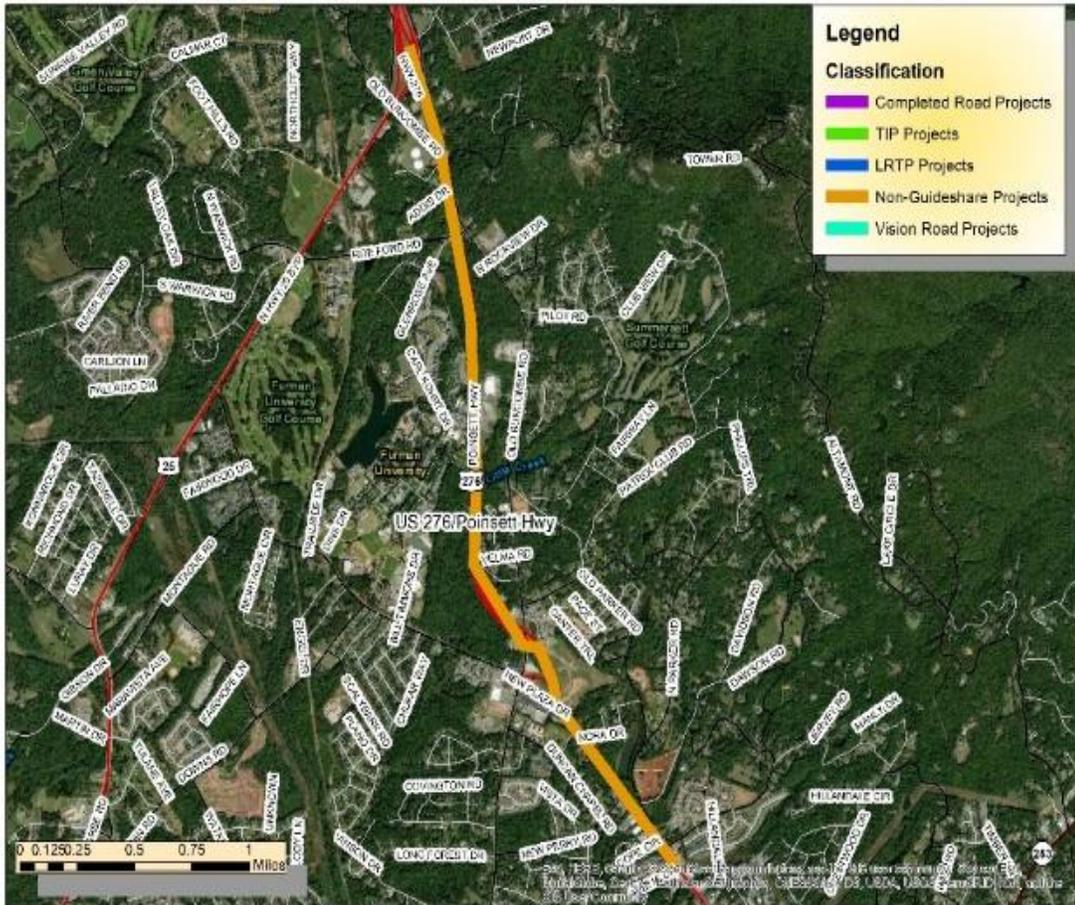
**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 3,571								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 3,571</b>	<b>\$ -</b>							

*Part 1: S Main – Roe Center Court to Hwy 25 (US 276/S Main St between Roe Center Road & US 25/Hwy 25)*



Part 2: **Poinsett Hwy – Hwy 25 to Abelia Rd (US 276/Poinsett Hwy between US 25/Highway 25 & Abelia Rd)**



*Combined Project #3: Projects Fork Shoals – Reedy Fork Road to Reedy Fork Road, Fork Shoals – Log Shoals to Georgia Road, and Fork Shoals – Reedy Fork Road to Hwy 418*

**Total Cost (thousands):** \$3,284 total

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Greenville

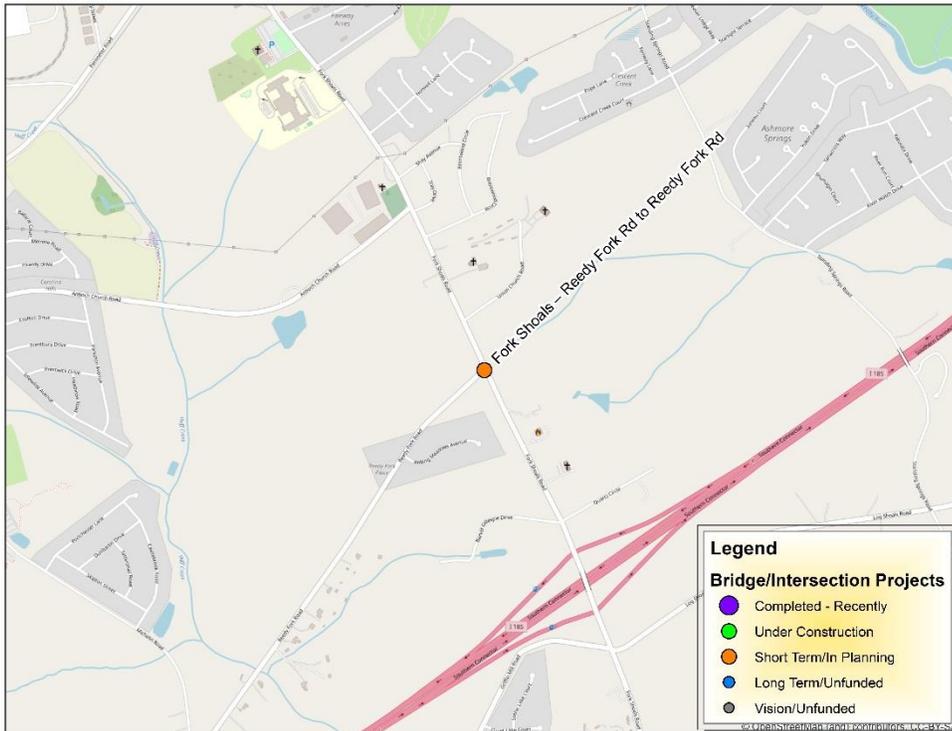
**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

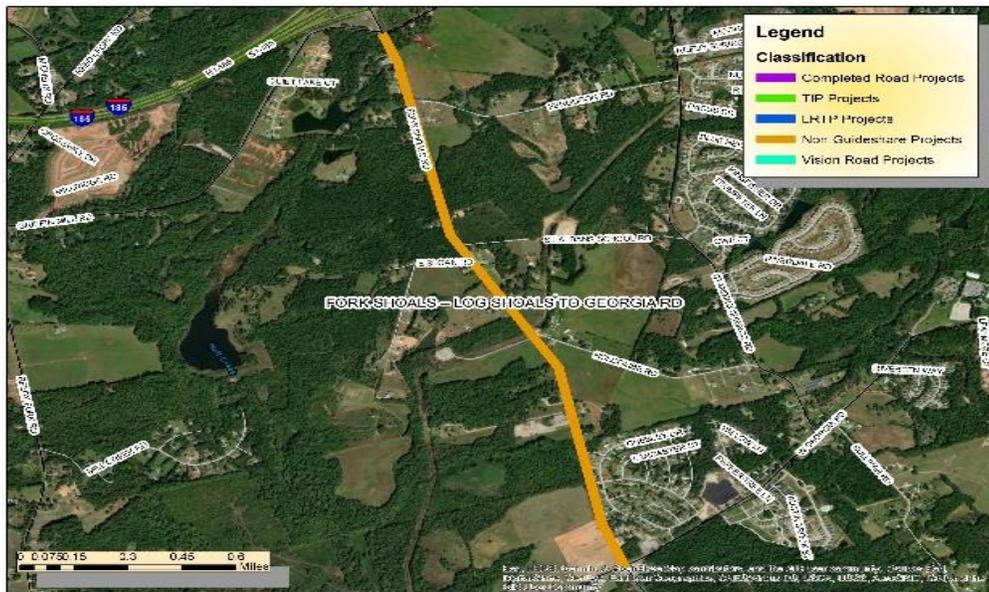
**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 3,284								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 3,284</b>	<b>\$ -</b>							

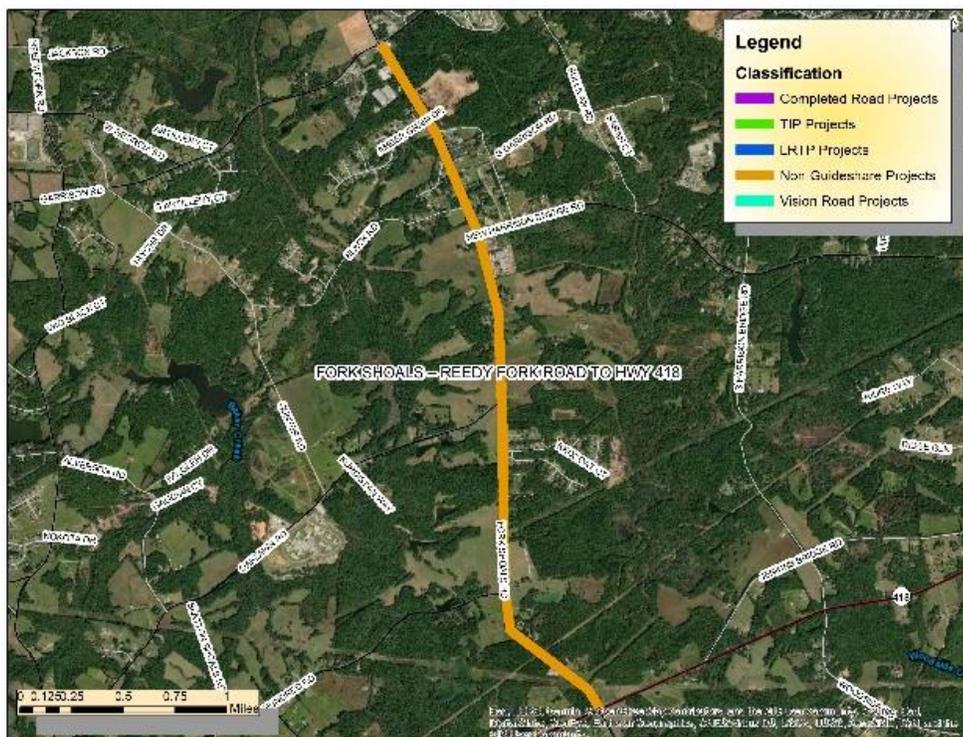
*Part 1: Fork Shoals – Reedy Fork Rd to Reedy Fork Rd*



*Part 2: Fork Shoals – Log Shoals to Georgia Rd (S-23-146/Fork Shoals Rd between S-23-272/Log Shoals Rd & S-23-272/W Georgia Rd)*



*Part 3: Fork Shoals – Reedy Fork Rd to Hwy 418 (S-23-146/Fork Shoals Rd between S-23-272/W Georgia Rd & SC 418/Hwy 418)*



*Project: Old White Horse Rd Ext – US-25 to Collins Rd (S-23-59/Old White Horse Rd Ext between US 25/Highway 25 & Collins Rd)*

**Total Cost (thousands):** \$1,889 total

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

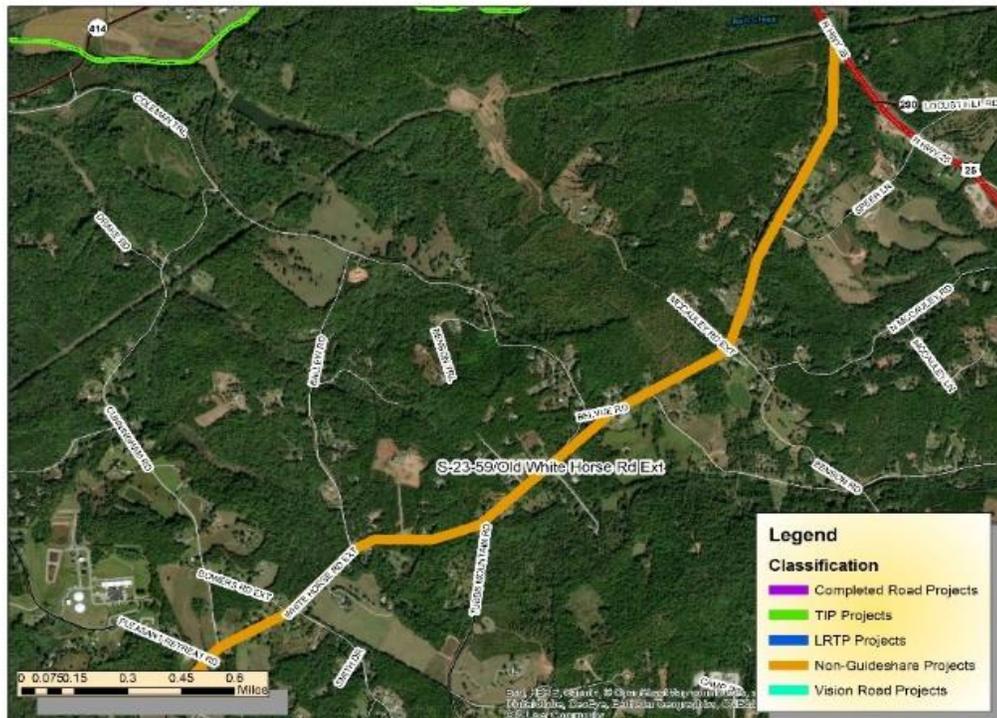
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 1,889								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 1,889</b>	<b>\$ -</b>							



*Project: Abercrombie Rd – US-14 to Bryson Ford Rd (S-23-730/Abercrombie Rd between SC 14 & S-23-745/Bryson Ford Rd)*

**Total Cost (thousands):** \$476 total

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

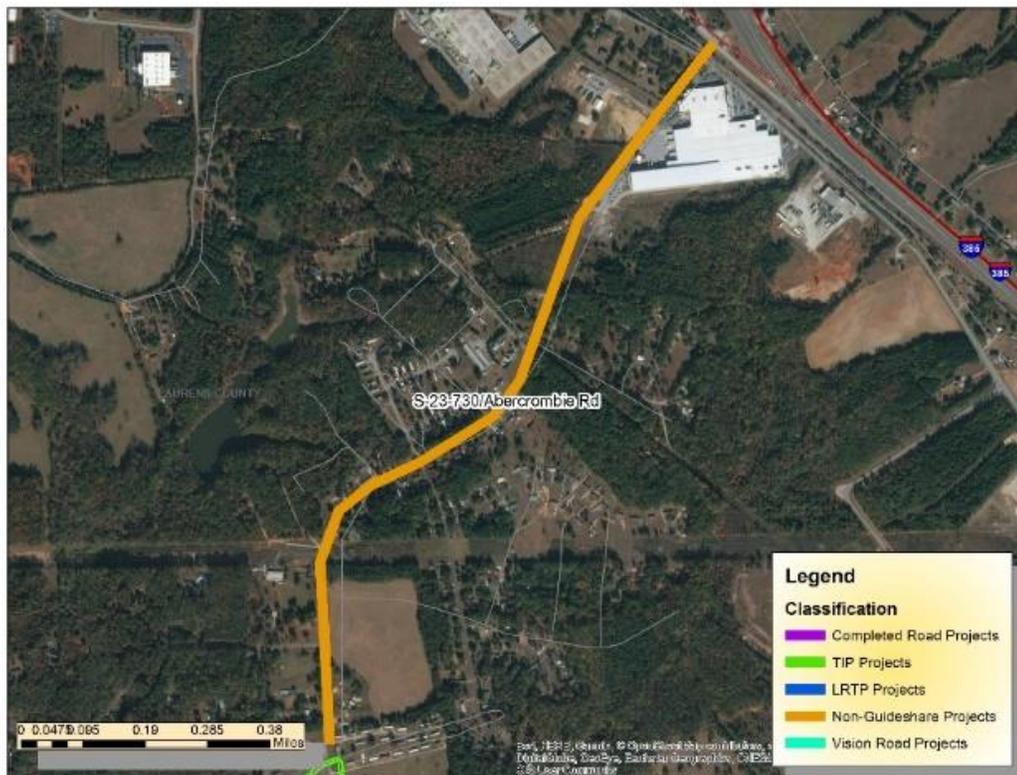
**County / City:** County of Laurens

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:** Project is complete.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 476								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 476</b>	<b>\$ -</b>							



*Project: Calhoun Memorial Hwy – Old Gvl Hwy to Ruhamah Rd  
(US 123/Calhoun Memorial Hwy between SC 93/Old Greenville Hwy & S-39-27/Ruhamah Rd)*

**Total Cost (thousands):** \$5,980 total

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

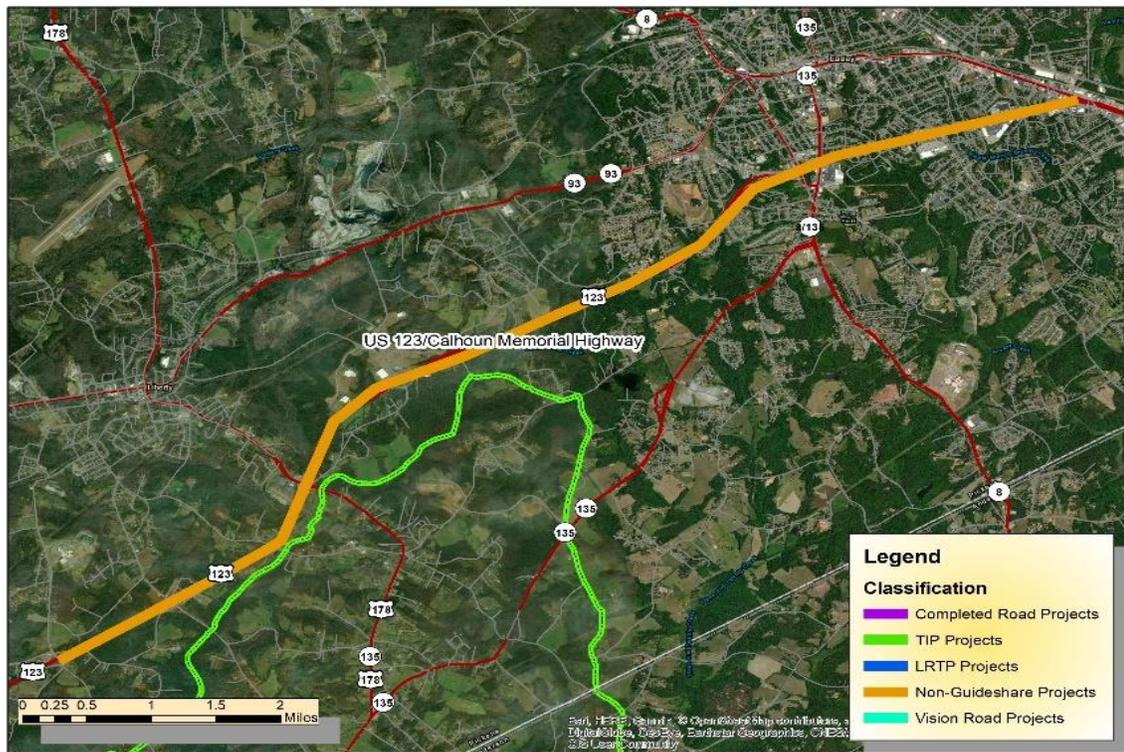
**County / City:** County of Pickens

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 5,980								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 5,980</b>	<b>\$ -</b>							



*Combined Project #4: Projects Tiger Blvd – Oconee County Line to Wall Street, Tiger Blvd – College Avenue to Tiger Blvd, and Greenville Hwy – Amsterdam Road to Black Snake Road*

**Total Cost (thousands):** \$2,929 total for all three (3) projects

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Pickens

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2023	FY 2022	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 2,929								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 2,929</b>	<b>\$ -</b>							

*Part 1: Tiger Blvd – Oconee Co Line to Wall St (US 76/Tiger Blvd between Oconee/Pickens County Line & Wall St)*



*Part 2: Tiger Blvd – College Ave to Tiger Blvd (US 76/Tiger Blvd between SC 133/College Ave & US 123/Tiger Blvd)*



*Part 3: Gvl Hwy – Amsterdam Rd to Black Snake Rd (SC 93/Greenville Hwy between S-39-127/Amsterdam Rd & S-39-73/Black Snake Rd)*



*Combined Project #5: Projects Cannery Road – Dacusville Hwy to Farris Brd Road, Cannery Road – Cannery Rd to Farris Brd Road, and Tabor Woods Road – Farris Brd Road*

**Total Cost (thousands):** \$995 total for all three (3) projects

**Description:** Rehabilitation/reconstruction project

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Pickens

**Program Type:** Non-Guideshare

**Funding Source:** Reconstruction/Rehab

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 995								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 995</b>	<b>\$ -</b>							

*Part 1: Cannery Rd – Dacusville Hwy to Farris Bdg Rd (S-39-35/Cannery Rd between SC 135/Dacusville Hwy & SC 183/Farris Bridge Rd)*





*Project: Bridge US-29 at S-23-75 – Greenville (between E Camperdown Way & S-23-75/E McBee Ave)*

**Total Cost (thousands):** \$2,460 total

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

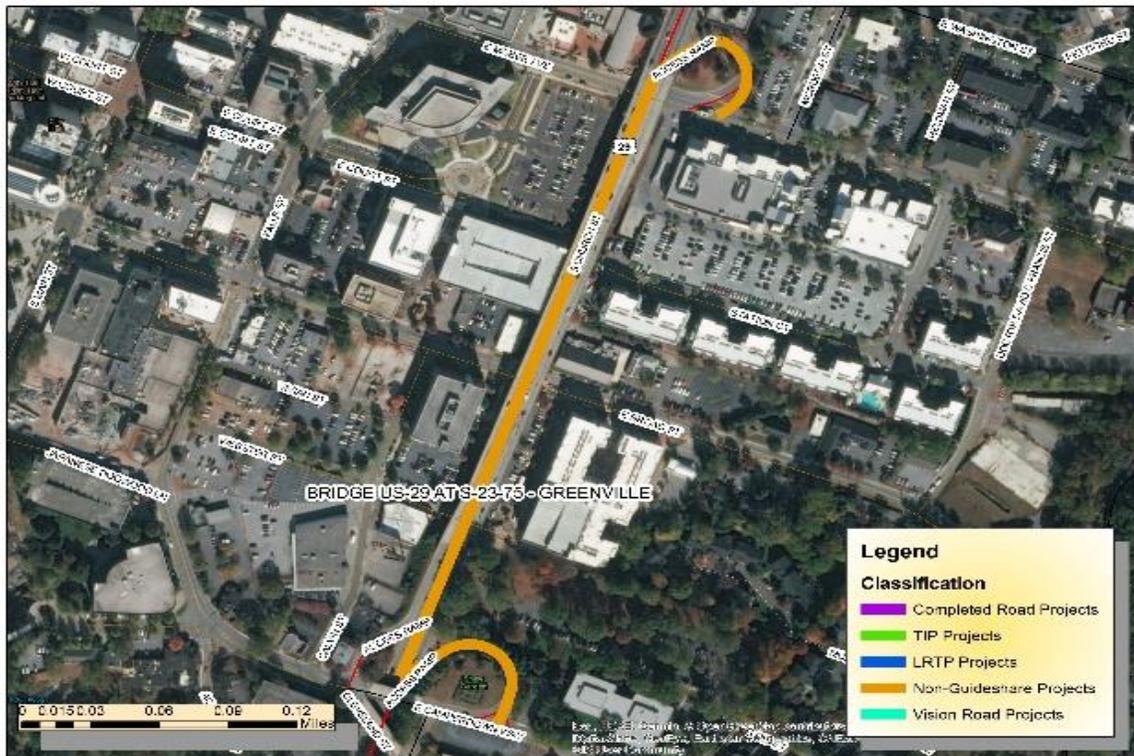
**County / City:** City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Rehab

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 2,460								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 2,460</b>	<b>\$ -</b>							



*Project: Bridge S-4-75 at US-29 – Anderson (S-4-75/Cherokee Rd Bridge over I-85/US 29 between Appletree Ln & Nannies Cir)*

**Total Cost (thousands):** \$15,643 total (\$12,400 of total cost between 2021 – 2026)

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Anderson

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 3,243								\$ -
ROW									\$ -
CONST			\$ 12,400						\$ 12,400
<b>TOTAL</b>	\$ 3,243	\$ -	\$ 12,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,400



*Project: Bridge S-39-267 at 12 Mile Creek – Pickens (S-39-267/S Belle Shoals Rd Bridge over 12 Mile Creek between Amberwood Rd & Greystone Pl)*

**Total Cost (thousands):** \$3,419 total

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

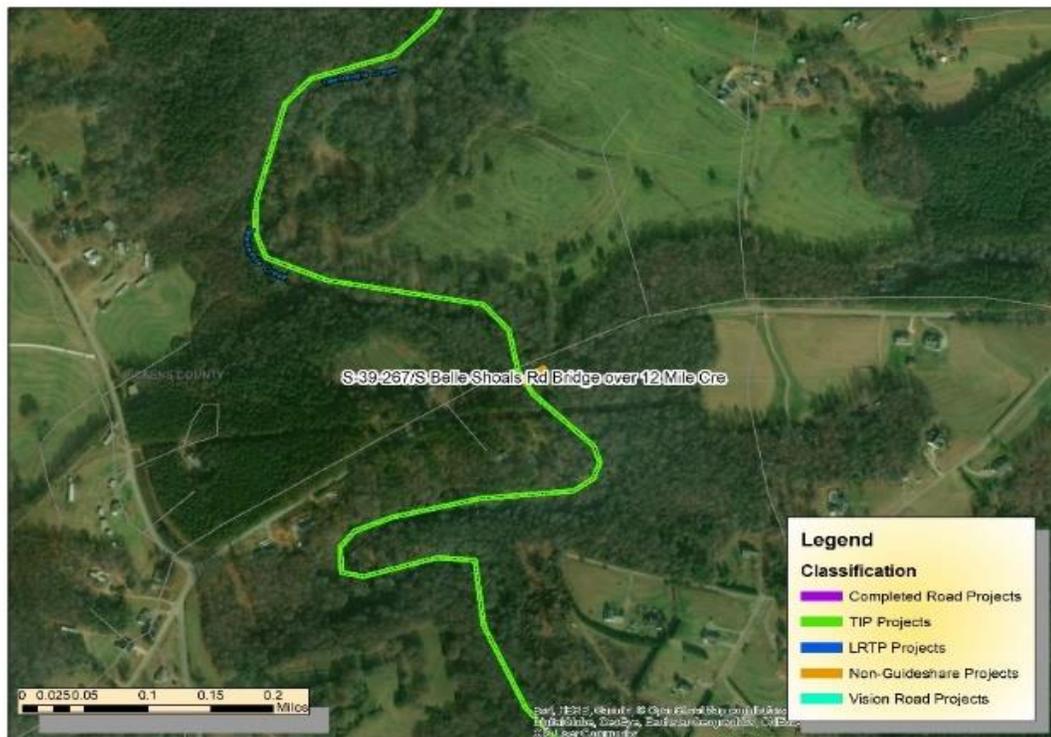
**County / City:** County of Pickens

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 3,419								\$ -
ROW									\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 3,419</b>	<b>\$ -</b>							



*Project: Bridge S-23-164 at Enoree River – Greenville (S-23-164/Gibbs Shoals Rd- Bridge over Enoree River (between Freedom Pond Rd & W Phillips Rd)*

**Total Cost (thousands):** \$4,009 total

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

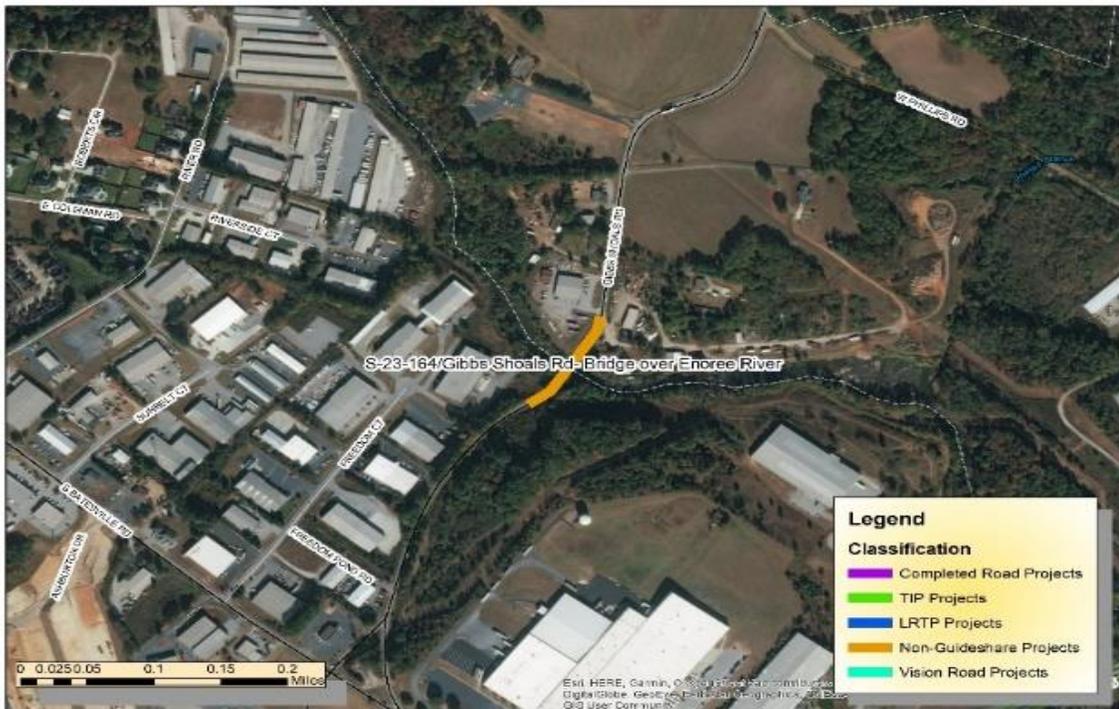
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,352								\$ -
ROW									\$ -
CONST		\$ 2,657							\$ -
<b>TOTAL</b>	<b>\$ 1,352</b>	<b>\$ 2,657</b>	<b>\$ -</b>						



*Project: Bridge S-42-75 at Tyger River – Spartanburg (S-42-75/Mt Lebanon Church Rd Bridge over Tyger River between Jug Factory Rd & Barnett Rd)*

**Total Cost (thousands):** \$3,409 total

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Spartanburg

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,049								\$ -
ROW									\$ -
CONST	\$ 2,360								\$ -
<b>TOTAL</b>	<b>\$ 3,409</b>	<b>\$ -</b>							



*Project: Bridge S-42-75 at Resin Creek – Spartanburg (S-42-75/Mt Lebanon Church Rd Bridge over Resin Creek between Jug Factory Rd & Barnett Rd)*

**Total Cost (thousands):** \$3,284 total

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

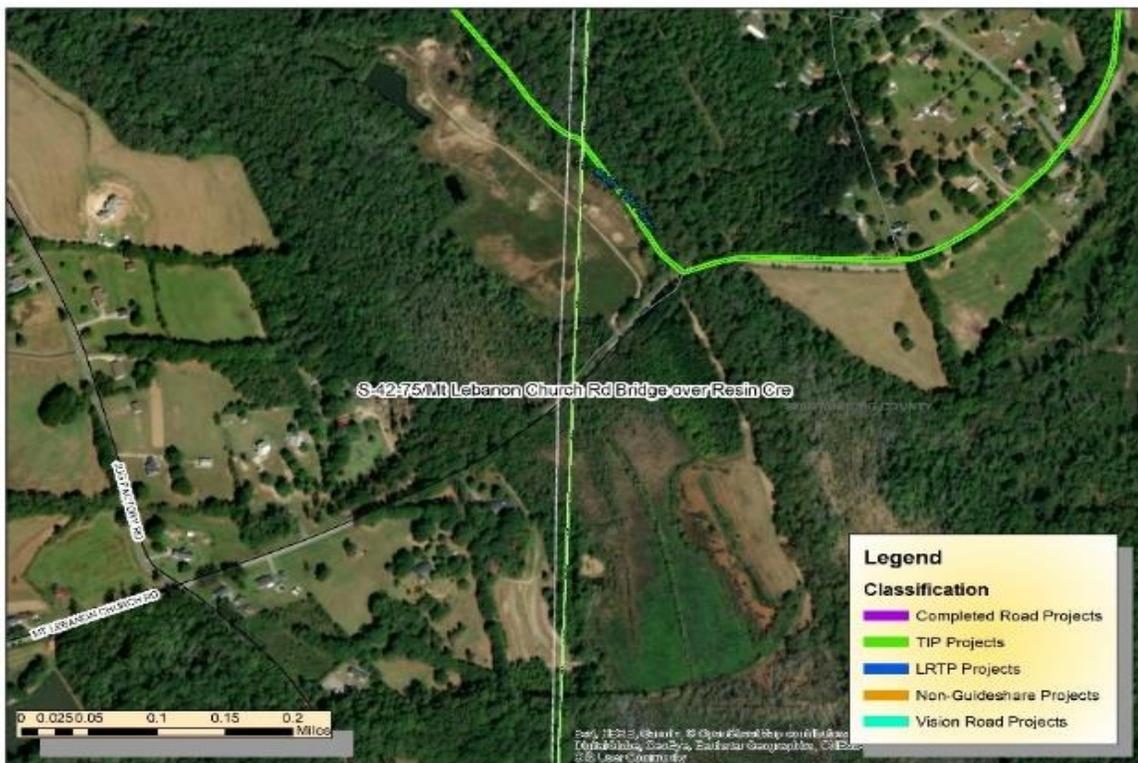
**County / City:** County of Spartanburg

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 924								\$ -
ROW									\$ -
CONST	\$ 2,360								\$ -
<b>TOTAL</b>	<b>\$ 3,284</b>	<b>\$ -</b>							



*Combined Project #6: Projects Bridges S-23-335 at Enoree River, S-23-526 at N Saluda, S-23-191 at Howard Branch, S-23-384 at Brushy Creek, S-23-270 at Tyger River, S-23-154 at Payne Branch, S-23-93 at Beaverdam Circle, S-23-132 at Armstrong Creek, and S-23-456 at Horse Creek*

**Total Cost (thousands):** \$7,773 total for all nine (9) projects

**Description:** Bridge replacements

**Purpose:** To maintain good infrastructure condition

**County / City:** County of Greenville

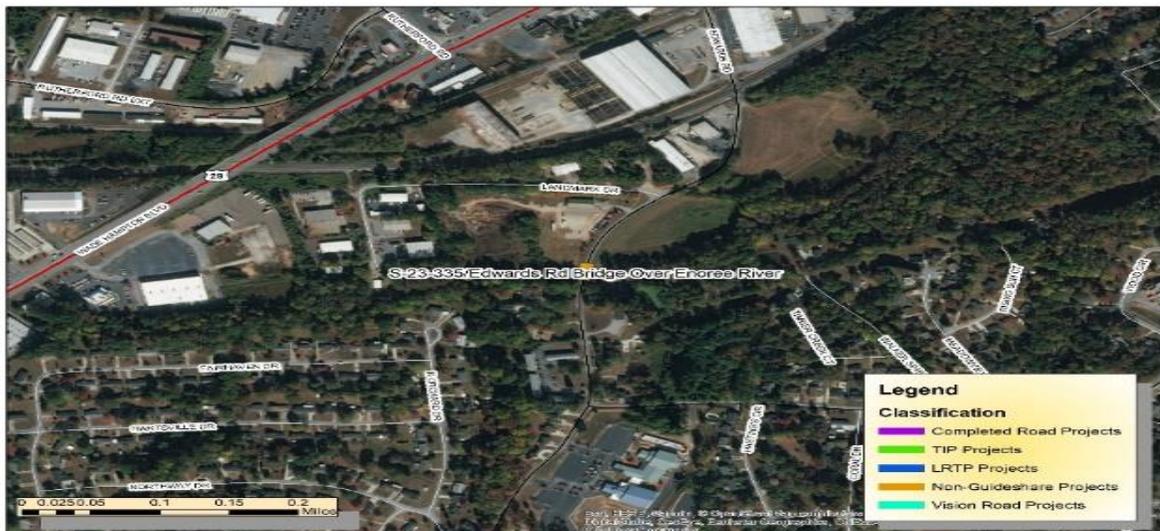
**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 7,773								\$ -
TOTAL	\$ 7,773	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

*Part 1: Bridge S-23-335 at Enoree River – Greenville (S-23-335/Edwards Rd Bridge over Enoree River between Walker Springs Rd & Landmark Dr)*



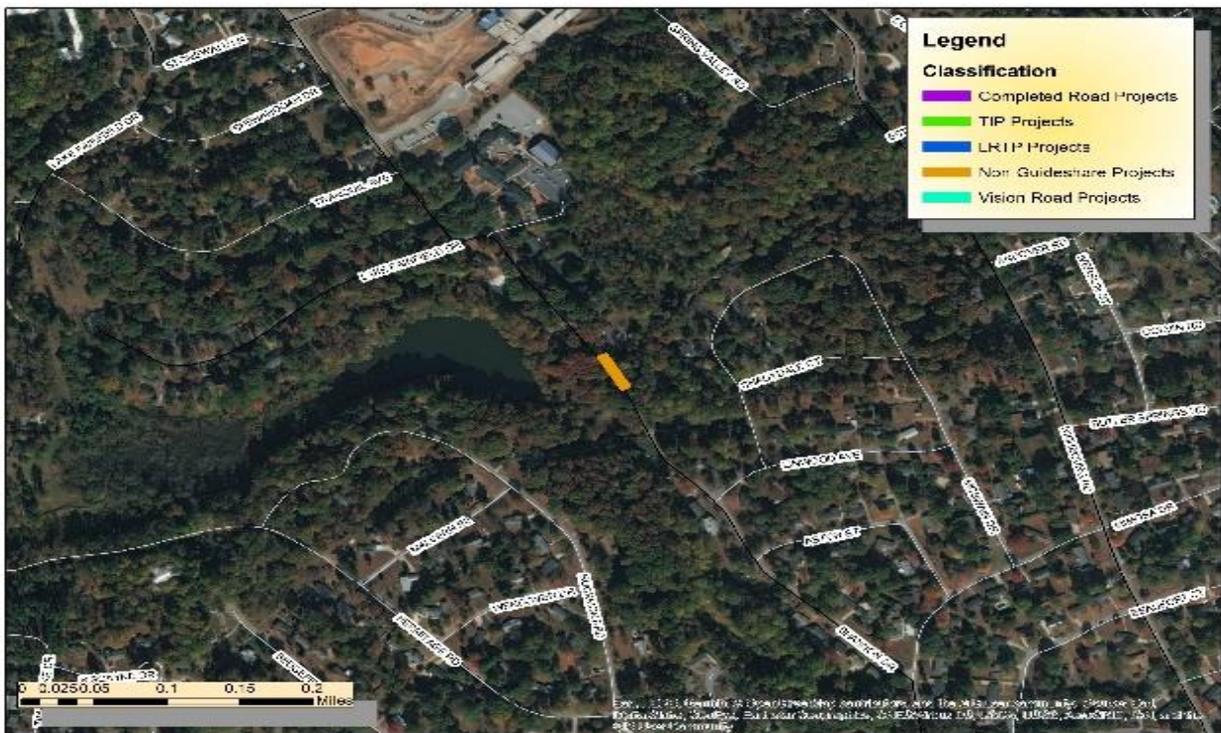
*Part 2: Bridge S-23-526 at N Saluda – Greenville (S-23-526/Bates Bridge Rd Bridge over North Saluda between P-99 & Hawk Nest Rd)*



*Part 3: Bridge S-23-191 at Howard Branch – Greenville (S-23-191/Jones Mills Rd Bridge over Howard Branch between Sims Cir & Shellstone Dr)*



*Part 4: Bridge S-23-384 at Brushy Creek (S-23-384/Shannon Dr Bridge over Brushy Creek between Lake Fairfield Dr & Linwood Ave)*



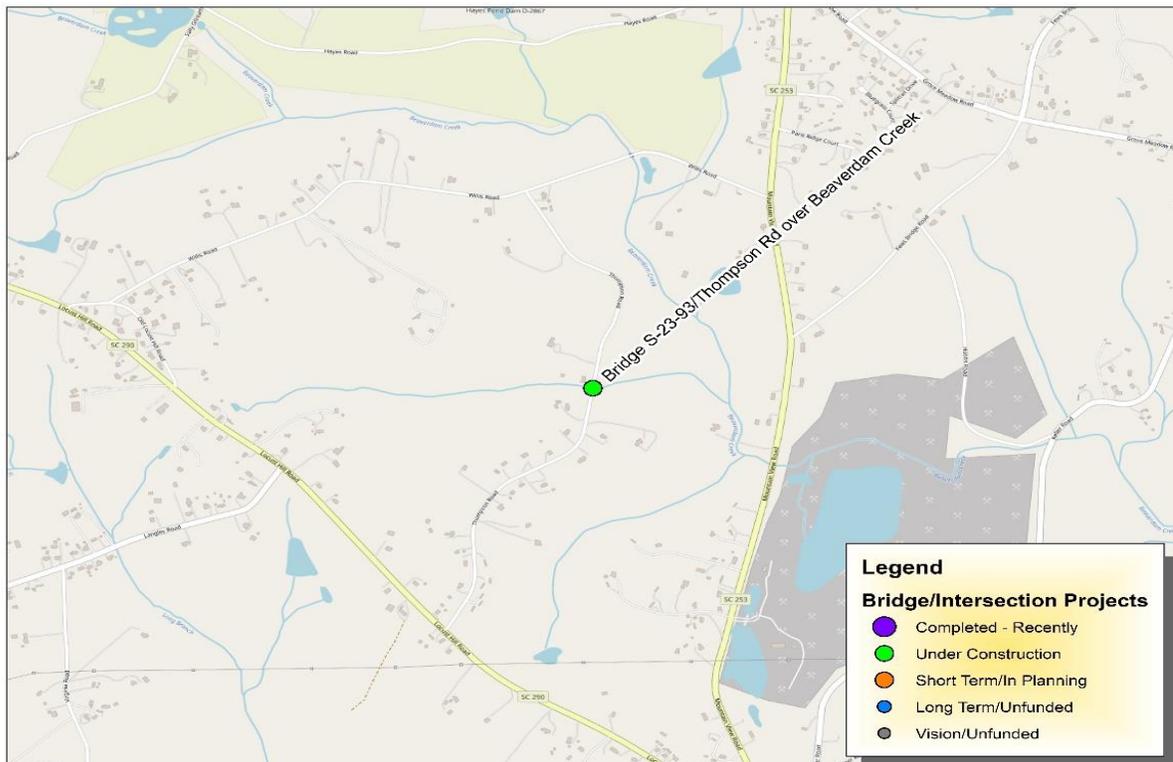
*Part 5: Bridge S-23-270 at S Tyger River – GRVL (between Yeargin Rd & Beaver Run Dr)*



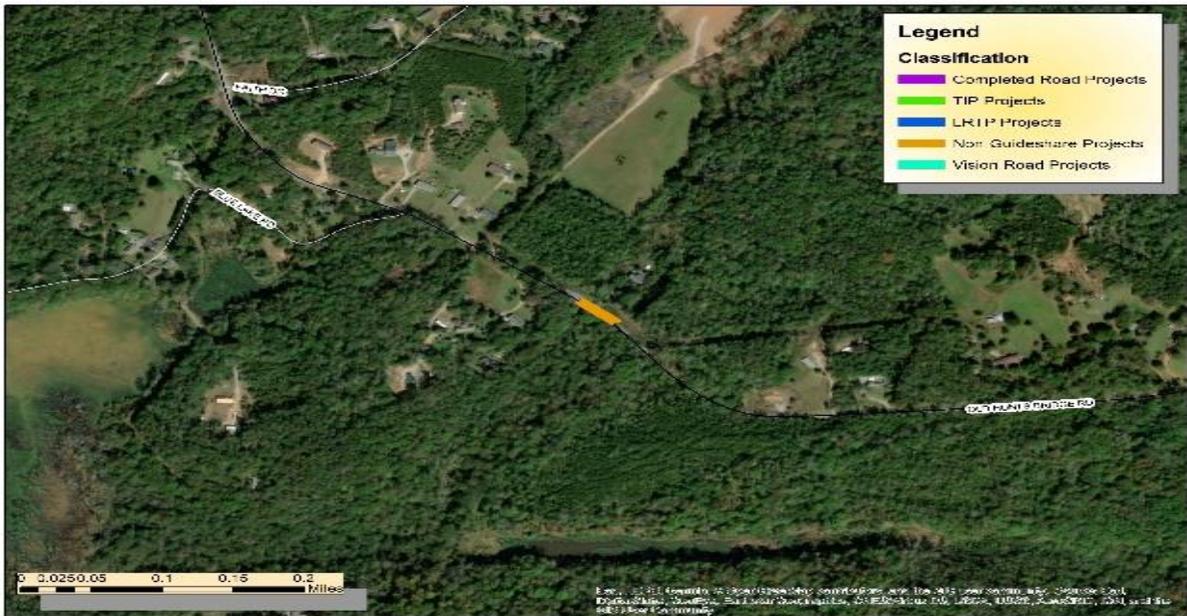
*Part 6: Bridge S-23-154 at Payne Branch (S-23-154/Tall Pines Rd Bridge over Payne Branch between Nash Mill Rd & Kittleson Dr)*



*Part 7: Bridge S-23-93 at Beaverdam Cr*



*Part 8: Bridge S-23-132 at Armstrong Creek (S-23-132/Old Hunts Bridge Rd Bridge over Armstrong between Blue Lake Rd & S-23-424/Rutledge Lake Rd)*



*Part 9: Bridge S-23-456 at Horse Creek (S-23-456/Daventon Rd Bridge over Horse Creek between Kellett Rd & S-23-65/Dunklin Bridge Rd)*



*Project: Bridge S-23-272 at Reedy - Greenville (S-23-272/W Georgia Rd over Reedy River between Rivereen Way & Leafmore Ct)*

**Total Cost (thousands):** \$6,250 total

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

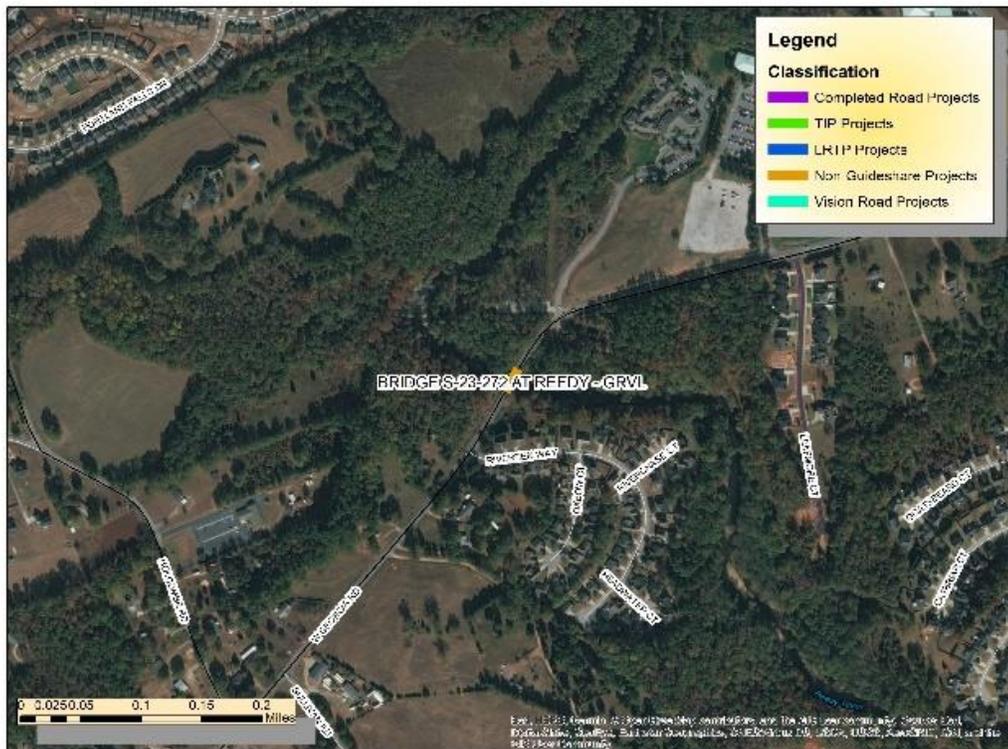
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 750								\$ -
ROW									\$ -
CONST	\$ 5,500								\$ -
<b>TOTAL</b>	<b>\$ 6,250</b>	<b>\$ -</b>							



*Project: Bridge S-23-154 over Huff Creek – Greenville (between Circle St & SC 146/Fork Shoals Rd)*

**Total Cost (thousands):** \$4,168 total (\$4,450 of total cost between 2021 – 2026)

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

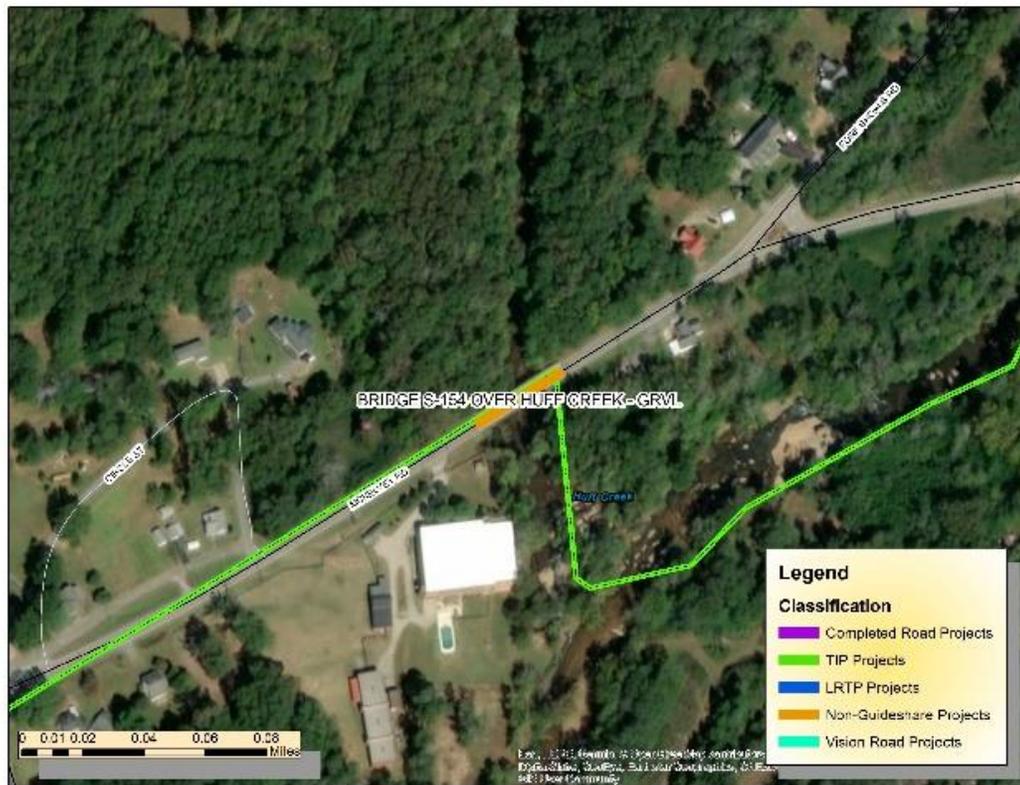
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,000								\$ -
ROW				\$ 125					\$ 125
CONST						\$ 4,325			\$ 4,325
<b>TOTAL</b>	<b>\$ 1,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125</b>	<b>\$ -</b>	<b>\$ 4,325</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,450</b>



*Project: Bridge S-4-931 over Big Creek – Anderson*

**Total Cost (thousands):** \$2,950 total (\$2,350 of total cost between 2021 – 2026)

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

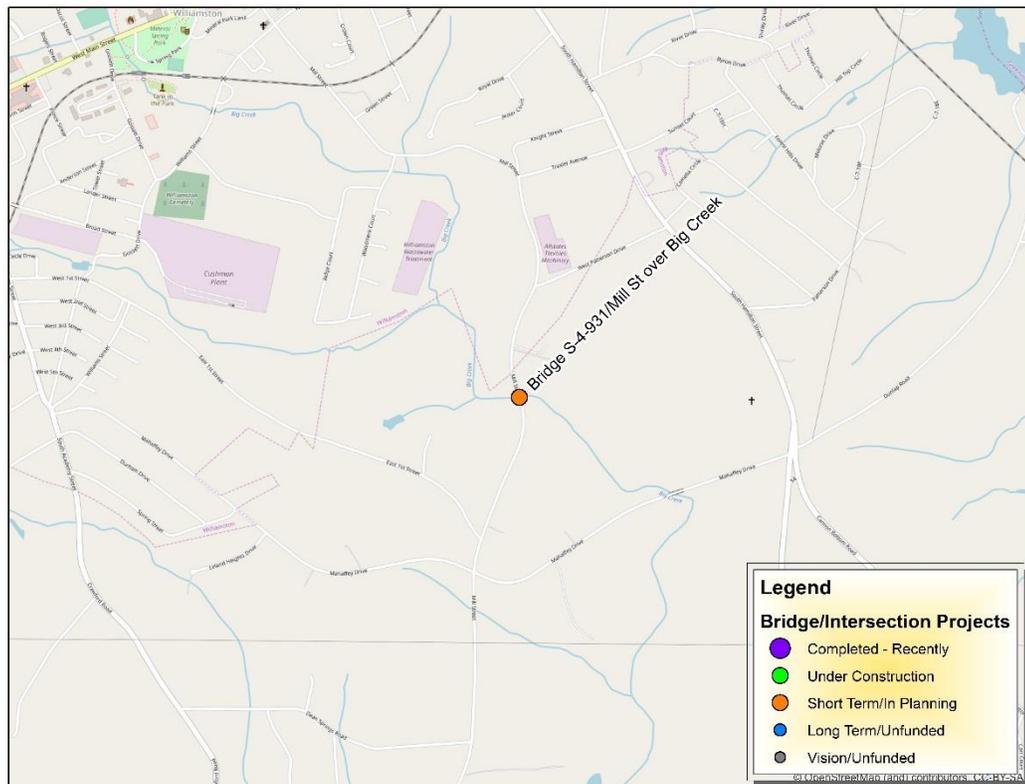
**County / City:** County of Anderson

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 600								\$ -
ROW				\$ 30					\$ 30
CONST						\$ 2,320			\$ 2,320
<b>TOTAL</b>	<b>\$ 600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30</b>	<b>\$ -</b>	<b>\$ 2,320</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,350</b>



*Project: Bridge S-39-140 over Shoal Creek – Pickens*

**Total Cost (thousands):** \$1,841 total (\$1,503 of total cost between 2021 – 2026)

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

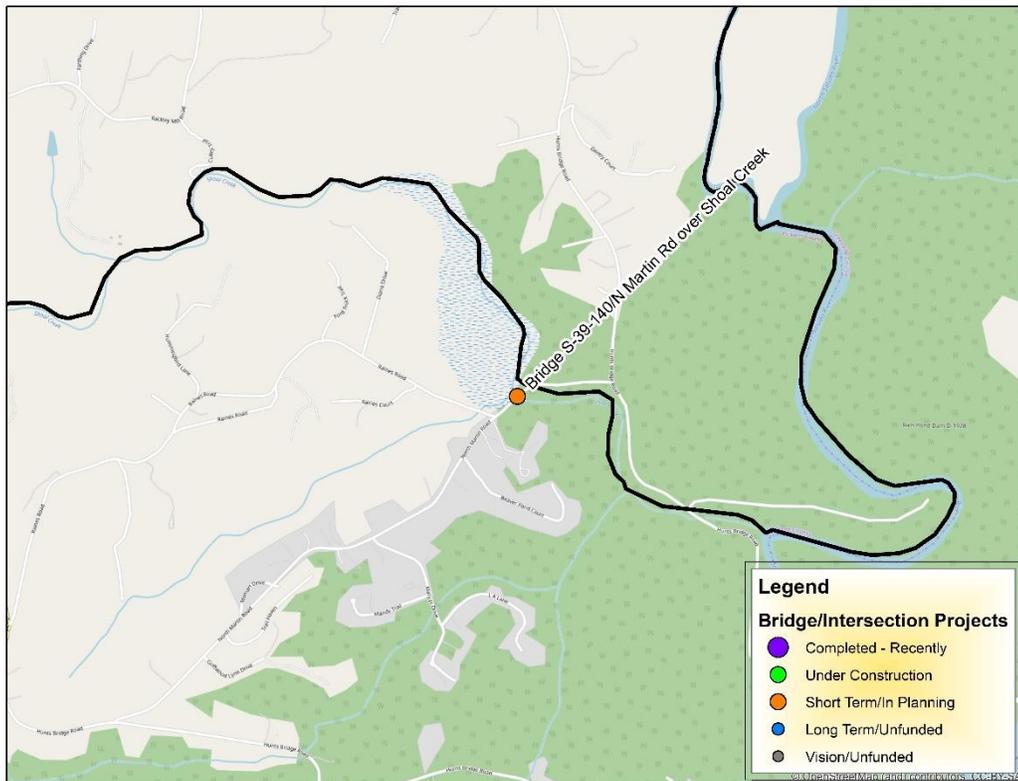
**County / City:** County of Pickens

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 320								\$ -
ROW		\$ 18							\$ -
CONST			\$ 1,503						\$ 1,503
<b>TOTAL</b>	<b>\$ 320</b>	<b>\$ 18</b>	<b>\$ 1,503</b>	<b>\$ -</b>	<b>\$ 1,503</b>				



*Project: Bridge S-39-250 over Doddies Creek – Pickens*

**Total Cost (thousands):** \$1,751 total (\$1,423 of total cost between 2021 – 2026)

**Description:** Bridge replacement

**Purpose:** To maintain good infrastructure condition

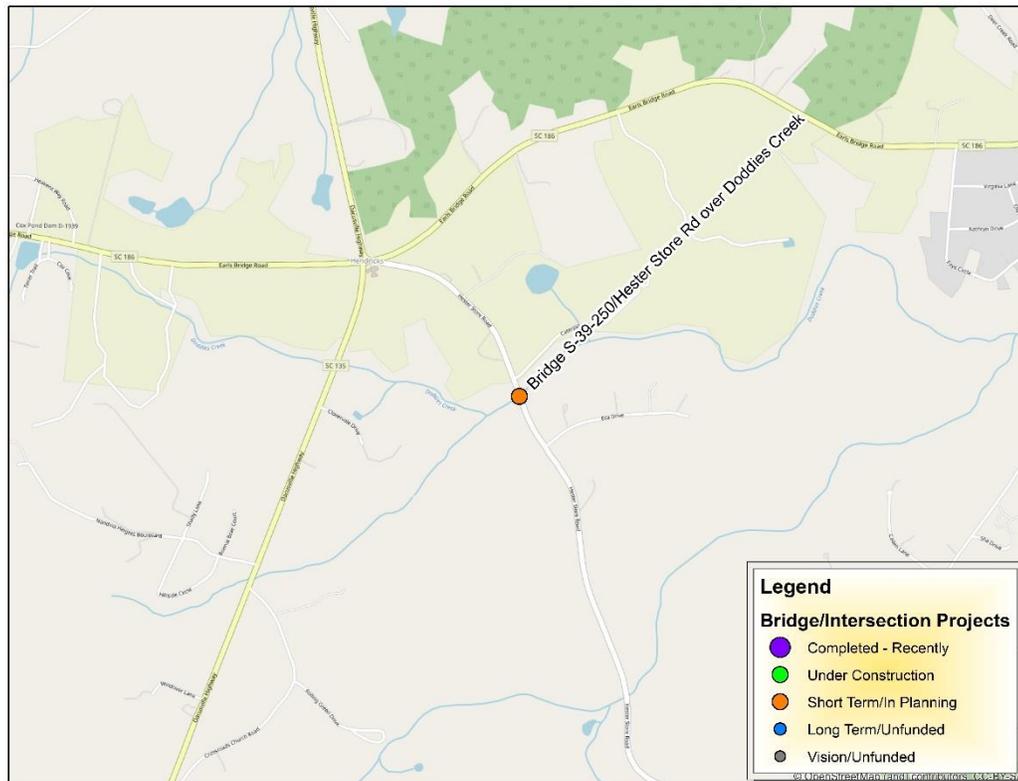
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Bridge Replacement

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 310								\$ -
ROW		\$ 64							\$ -
CONST			\$ 1,423						\$ 1,423
<b>TOTAL</b>	<b>\$ 310</b>	<b>\$ 64</b>	<b>\$ 1,423</b>	<b>\$ -</b>	<b>\$ 1,423</b>				



*Project: S-23-279 (Reid School Rd) (between 34.928487, - 82.313788 & US 29/Wade Hampton Blvd)*

**Total Cost (thousands):** \$1,675 total

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 75								\$ -
CONST		\$ 1,600							\$ -
TOTAL	\$ 75	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



*Project: SC-153 Corridor (East and West of SC-81) (SC 153 between Roe Rd & SC 143/River Rd)*

**Total Cost (thousands):** \$600 total

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

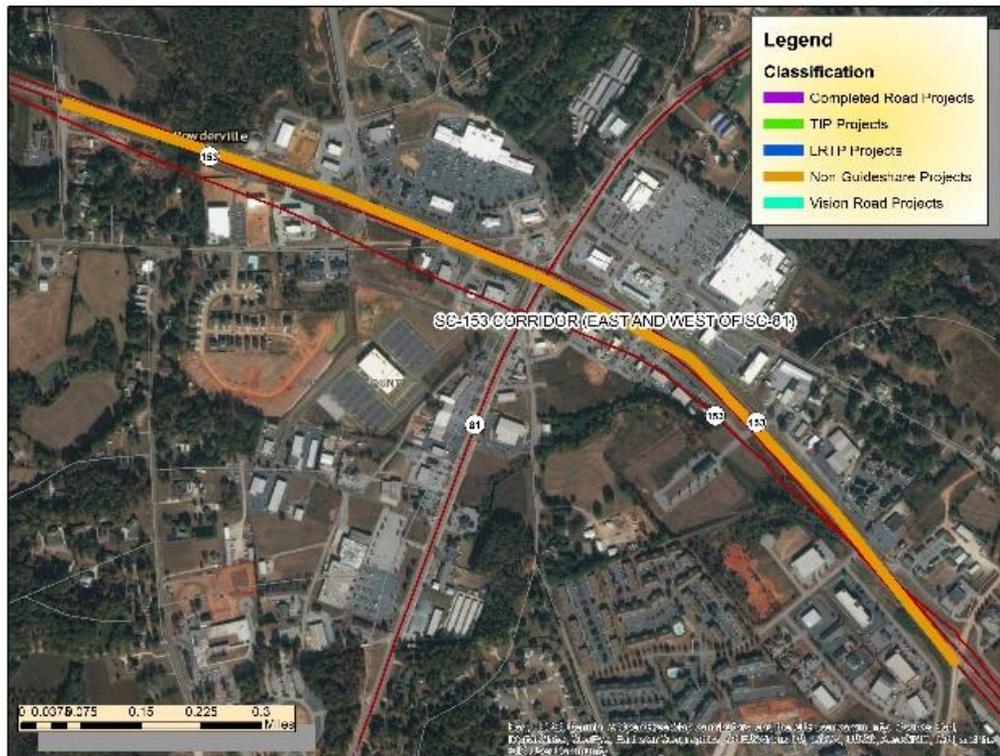
**County / City:** County of Anderson

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 600								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 600</b>	<b>\$ -</b>							



*Project: SC-146 Corridor (S-23-183 TO S-23-654) (SC 146/Woodruff Rd between S-23-183/Roper Mountain Rd & S-23-654/Bagwell Rd)*

**Total Cost (thousands):** \$1,950 total (\$1,600 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 300								\$ -
ROW		\$ 50	\$ 1,600						\$ 1,600
CONST									\$ -
<b>TOTAL</b>	<b>\$ 300</b>	<b>\$ 50</b>	<b>\$ 1,600</b>	<b>\$ -</b>	<b>\$ 1,600</b>				



*Project: US-25 Corridor (I-85 TO S-23-782) (US 25/White Horse Rd between I-85 & S-23-782/Lily St)*

**Total Cost (thousands):** \$1,650 total (\$1,300 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

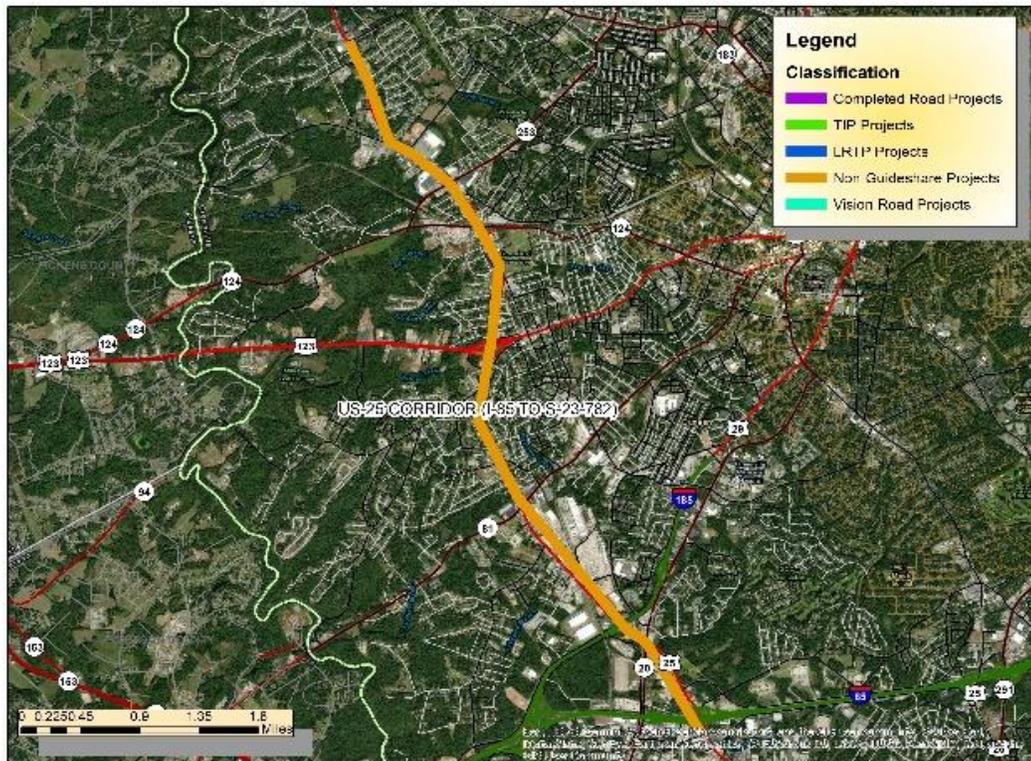
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 300								\$ -
ROW		\$ 50							\$ -
CONST					\$ 1,300				\$ 1,300
<b>TOTAL</b>	<b>\$ 300</b>	<b>\$ 50</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,300</b>



*Project: S-23-83 to L-27 (Old Grove Rd to Bracken Rd)*

**Total Cost (thousands):** \$2,300 total (\$2,100 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

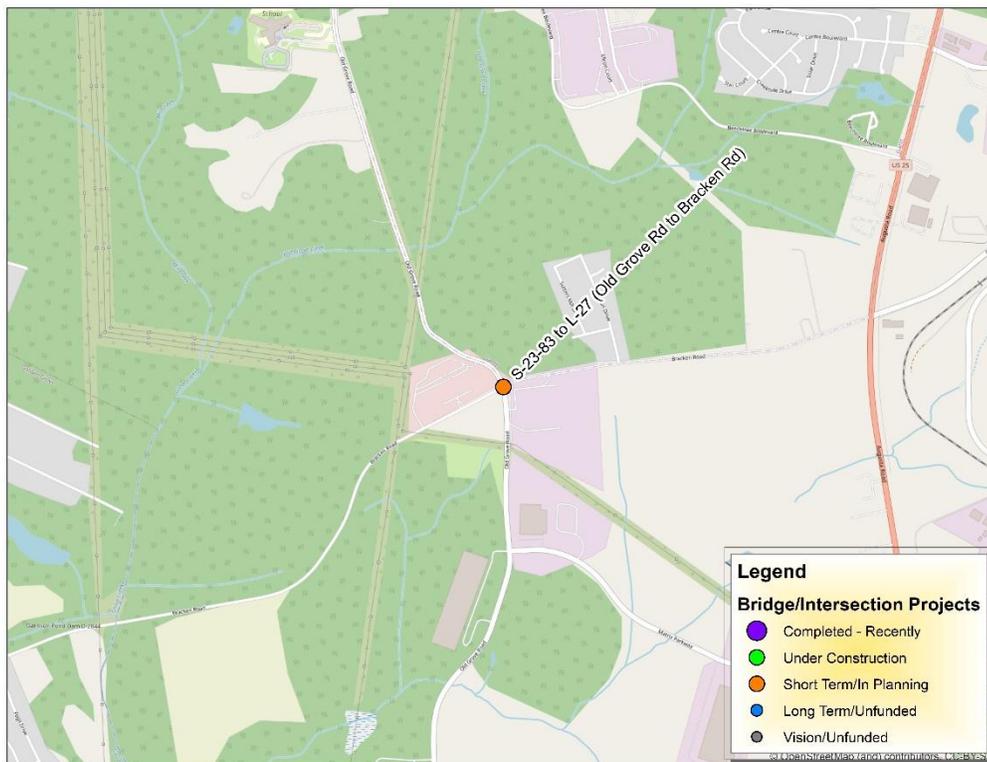
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE		\$ 200							\$ -
ROW			\$ 100						\$ 100
CONST				\$ 2,000					\$ 2,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 200</b>	<b>\$ 100</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,100</b>



**Project:** S-42-908 to L-745(Gap Creek Rd to Gary Armstrong / Hampton Rd)

**Total Cost (thousands):** \$2,350 total (\$2,100 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

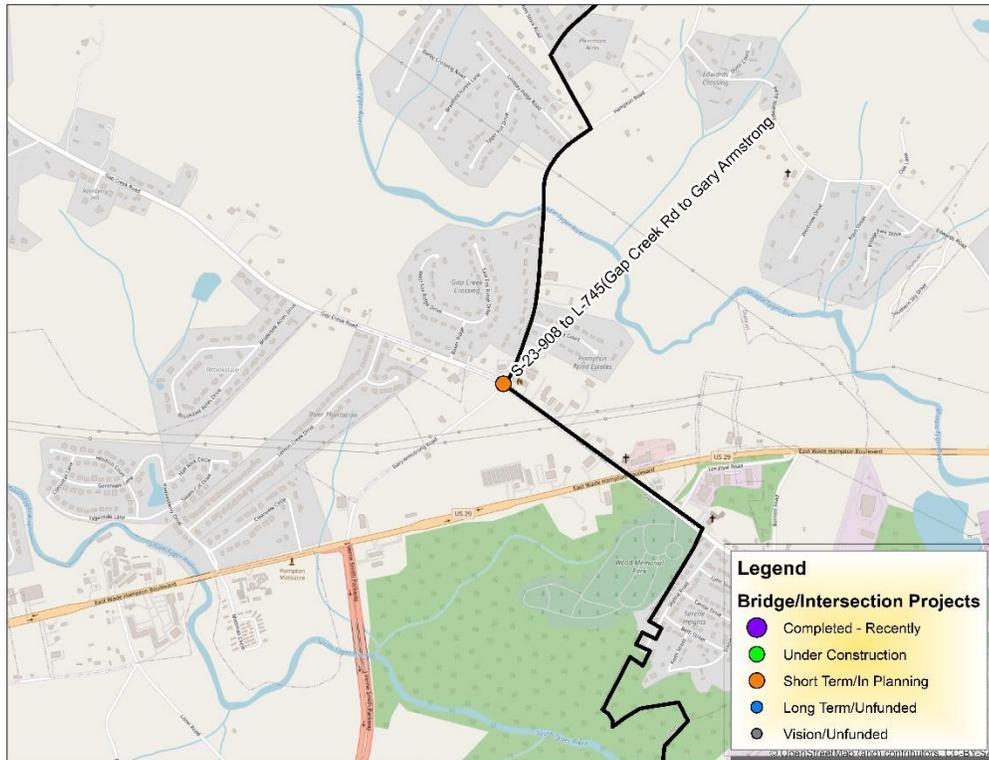
**County / City:** County of Spartanburg

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE		\$ 250							\$ -
ROW				\$ 100					\$ 100
CONST					\$ 2,000				\$ 2,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 250</b>	<b>\$ -</b>	<b>\$ 100</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,100</b>



*Project: SC-135 to S-95(Dacusville Hwy to Jameson Rd)*

**Total Cost (thousands):** \$2,300 total (\$2,100 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

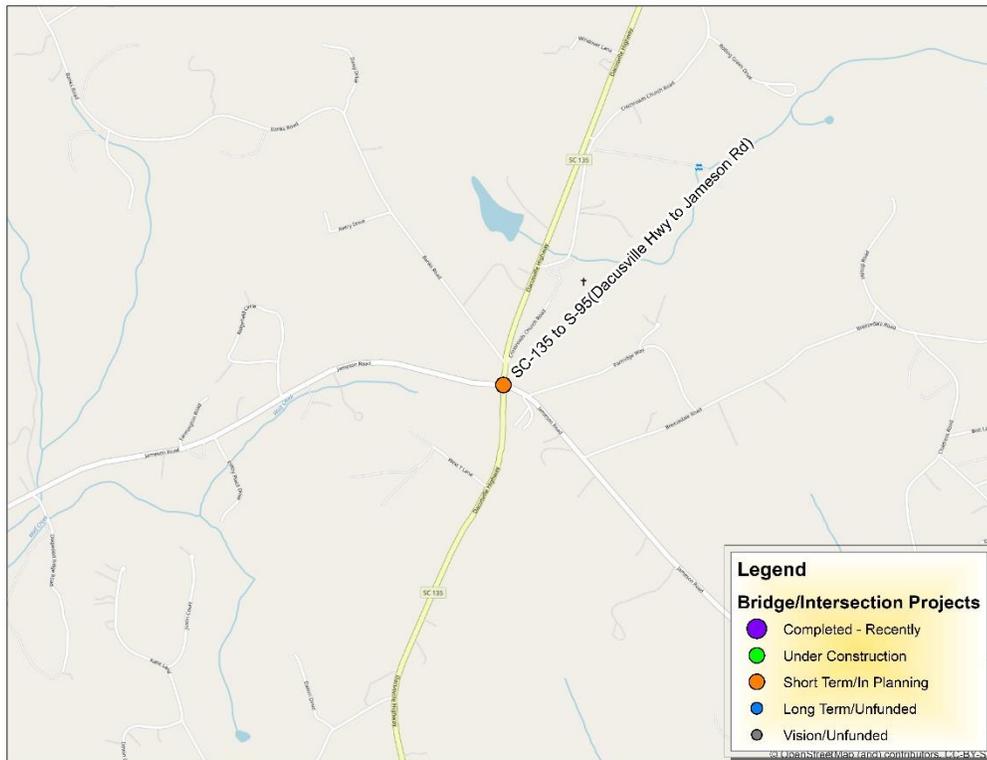
**County / City:** County of Pickens

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE		\$ 200							\$ -
ROW			\$ 100						\$ 100
CONST				\$ 2,000					\$ 2,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 200</b>	<b>\$ 100</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,100</b>



*Project: US-81 to S-23-327 (Anderson Rd to Old Dunham Bridge Rd)*

**Total Cost (thousands):** \$1,250 total (\$1,050 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

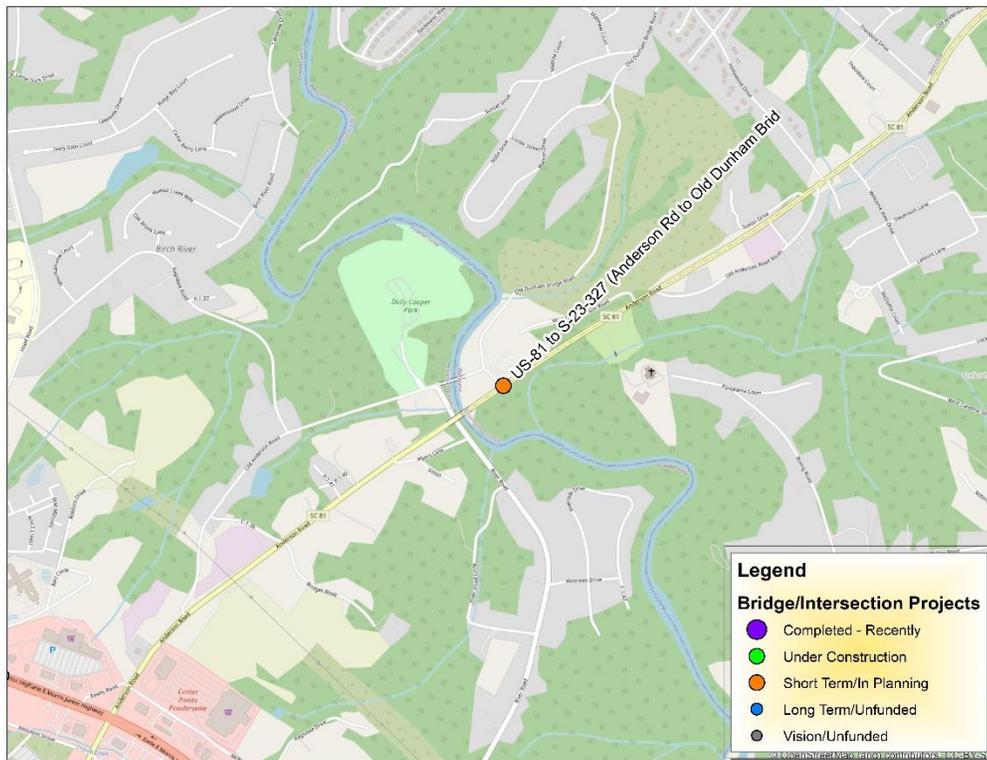
**County / City:** County of Anderson and County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE		\$ 200							\$ -
ROW			\$ 50						\$ 50
CONST				\$ 1,000					\$ 1,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 200</b>	<b>\$ 50</b>	<b>\$ 1,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,050</b>



*Project: US-29 to S-4-96 (Welcome Rd)*

**Total Cost (thousands):** \$1,250 total (\$1,050 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

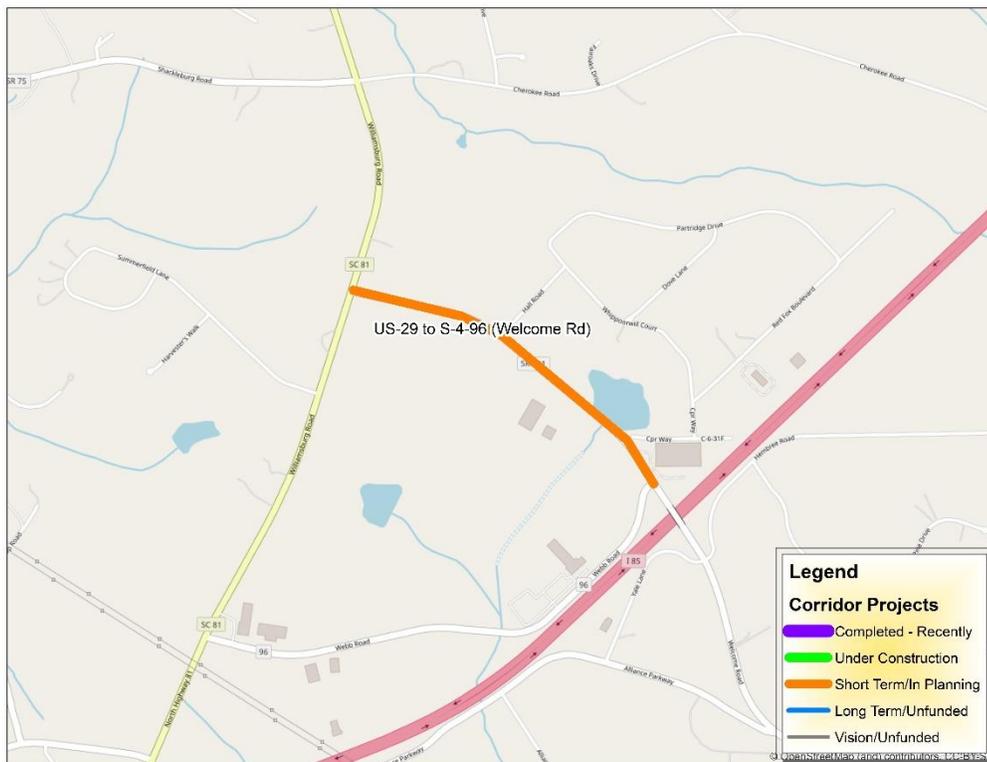
**County / City:** County of Anderson

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE		\$ 250							\$ -
ROW				\$ 100					\$ 100
CONST					\$ 2,000				\$ 2,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 250</b>	<b>\$ -</b>	<b>\$ 100</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,100</b>



*Project: SC-183 to MP 4.2 to 6 (Cedar Lane Rd)*

**Total Cost (thousands):** \$1,250 total (\$1,050 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE		\$ 250							\$ -
ROW				\$ 100					\$ 100
CONST					\$ 2,000				\$ 2,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 250</b>	<b>\$ -</b>	<b>\$ 100</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,100</b>



*Project: RSA US-29*

**Total Cost (thousands):** \$4,550 total (\$4,550 total cost between 2021 – 2026)

**Description:** Safety improvements along corridor

**Purpose:** To create a safer environment for roadway users and reduce accidents and fatalities

**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** Safety

**Remarks:**

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE			\$ 500						\$ 500
ROW				\$ 50					\$ 50
CONST					\$ 4,000				\$ 4,000
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ 50</b>	<b>\$ 4,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,550</b>



*Project: US-29 Corridor Signal Retiming (US 29/Mills Ave, Church St, & Wade Hampton Blvd between Henrydale Ave & S-42-908/Gap Creek Rd)*

**Total Cost (thousands):** \$3,000 total

**Description:** Signal retiming along the corridor

**Purpose:** To increase system reliability

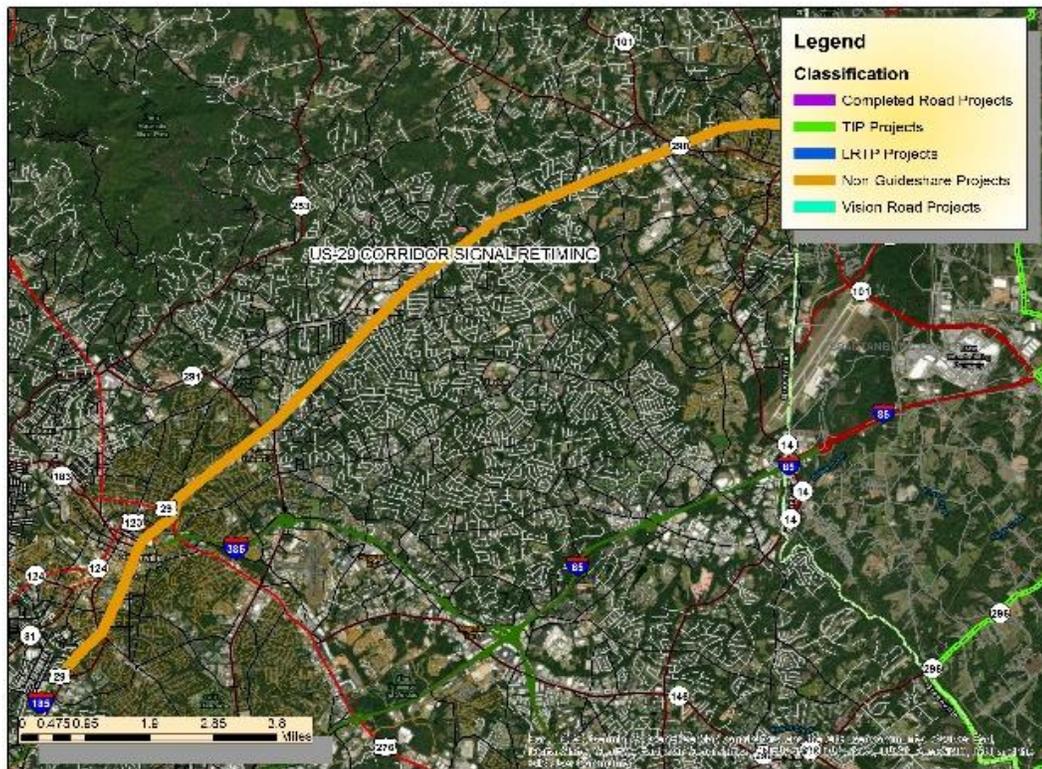
**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** NHS/IM

**Remarks:** Project is mostly complete, with additional study needed of US-29 per the RSA.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE									\$ -
ROW	\$ 3,000								\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 3,000</b>	<b>\$ -</b>							



*Project: I-85 (Widening from SC-153 to Near SC-85) (I-85 between SC 153/Exit 40 & I-85 Business/Exit 69)*

**Total Cost (thousands):** \$1,175,719 total (\$238,166 of total cost between 2021 – 2026)

**Description:** Widen I-85 to 8 lanes from SC-153 (Exit 40) to near SC-85 (Exit 69)

**Purpose:** To increase system reliability

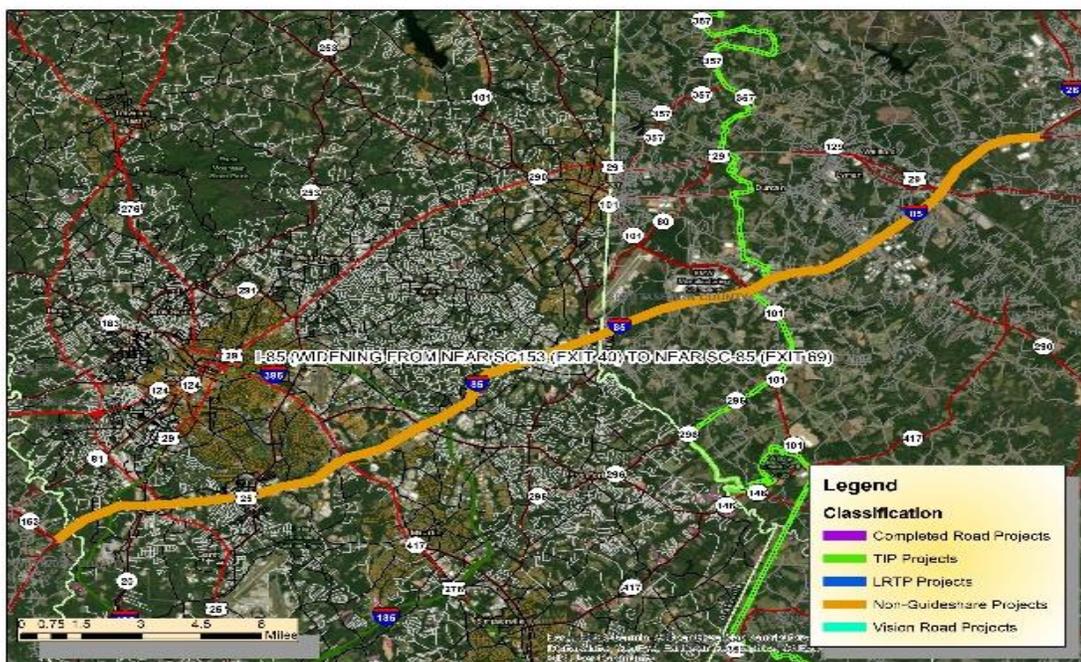
**County / City:** County of Greenville and County of Spartanburg

**Program Type:** Non-Guideshare

**Funding Source:** NHS/IM

**Remarks:** Project scope TBD once other statewide priorities have been fully-funded.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 55,720								\$ -
ROW									\$ -
CONST	\$ 10,000	\$ 10,000							\$ -
Adv. Cons.	\$ 442,000	\$ 272,500							\$ -
Adv. Cons. Conv.		\$ 147,333	\$ 238,166						\$ 238,166
<b>TOTAL</b>	<b>\$ 507,720</b>	<b>\$ 429,833</b>	<b>\$ 238,166</b>	<b>\$ -</b>	<b>\$ 238,166</b>				



*Project: I-385 Rehab from MM 36.69-42.1 (I-385 between US 276/Stone Ave/Exit 42 & Roper Mountain Rd/Exit 37)*

**Total Cost (thousands):** \$30,000 total

**Description:** Rehab and resurface I-385 from near Stone Ave to Roper Mountain Rd

**Purpose:** To maintain good infrastructure condition

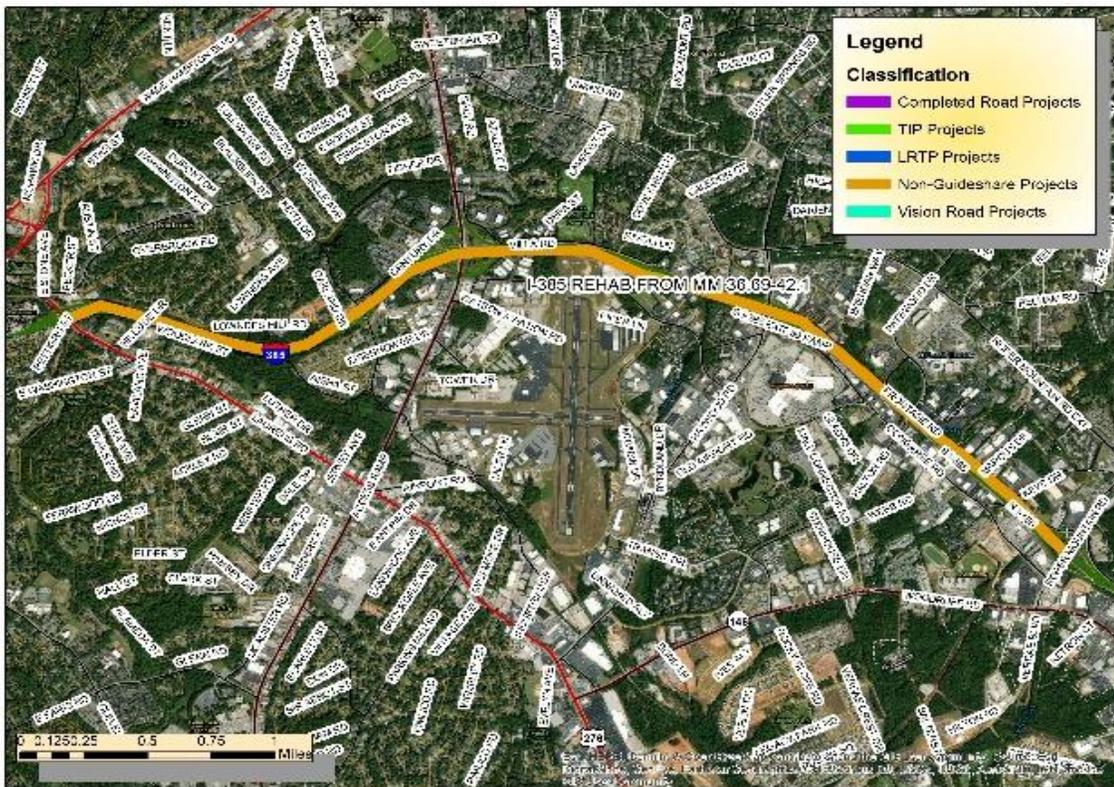
**County / City:** City of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** NHS/IM

**Remarks:** Project is under construction.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 30,000								\$ -
ROW									\$ -
CONST									\$ -
<b>TOTAL</b>	<b>\$ 30,000</b>	<b>\$ -</b>							



*Project: I-85 at I-385 (Exit 51)*

**Total Cost (thousands):** \$270,000 total

**Description:** Design-build project to upgrade the I-85/I-385 interchange and to complete the 6 lane widening of I-385 between Butler Rd and Roper Mountain Rd

**Purpose:** To increase system reliability

**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** NHS/IM

**Remarks:** Project is nearing completion in 9/2020.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 12,000								\$ -
ROW									\$ -
CONST	\$ 270,000								\$ -
TOTAL	\$ 270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



*Project: I-85 at Rocky Creek Bridge (I-85 between I-385 & Pelham Rd)*

**Total Cost (thousands):** \$45,200 total

**Description:** Replacement of culvert under I-85 at Rocky Creek with a Bridge structure

**Purpose:** Improve stormwater flow for Rocky Creek under I-85, to be in compliance with FEMA floodplain requirements

**County / City:** County of Greenville

**Program Type:** Non-Guideshare

**Funding Source:** NHS/IM

**Remarks:** Project is awaiting the completion of I-85/385 Gateway to be constructed.

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
PE	\$ 1,200								\$ -
ROW									\$ -
CONST	\$ 44,000								\$ -
<b>TOTAL</b>	<b>\$ 45,200</b>	<b>\$ -</b>							



## Federal Transit Administration (FTA) Apportionments

Activities for the GTA/Greenlink and Clemson Area Transit are subsidized by FTA Section 53 funds (see pages 14 and 15).

## Transit Projects Funded through FTA Apportionment

<b>Clemson Area Transit Project List</b>						
<b>Project</b>	<b>Description</b>	<b>Fiscal Year (FY)</b>	<b>Funding Source</b>	<b>Federal Match Amount</b>	<b>Source of Local Funds</b>	<b>Total Amount</b>
Planning	Planning Activities	2020	5303 Annual Apportionment	\$80,000.00	City of Clemson/Partners	\$80,000.00
Capital		2020	5307 Annual Apportionment	\$0.00	City of Clemson/Partners	\$1,116,574
Operating Assistance	Operating Support for Fixed Route Service	2020	5307 Annual Apportionment	\$379,636.00	City of Clemson/Partners	
Enhancements/Improvements (Safety & Security)		2020	5307 Annual Apportionment	\$11,165.00	City of Clemson/Partners	
ADA		2020	5307 Annual Apportionment	\$0.00	City of Clemson/Partners	
Planning Administration		2020	5307 Annual Apportionment	\$0.00	City of Clemson/Partners	
Preventative Maintenance	Preventative Maintenance and Vehicle Maintenance Activity	2020	5307 Annual Apportionment	\$725,773.00	City of Clemson/Partners	
Bus and Bus Facilities	Bus purchases or facility improvements/updates	2020	5339 Annual Apportionment	\$ 106,927.45	City of Clemson/Partners	

Transit Projects Funded through FTA Apportionment continued

Greenville Transit Authority Project List						
Project	Description	Fiscal Year (FY)	Funding Source	Federal Match Amount	Source of Local Funds	Total Amount
Planning	Planning Activities	2020	5303 Annual Apportionment	\$80,000.00	Greenville County/City of Greenville/Philanthropic Contributions	\$100,000.00
Capital		2020	5307 Annual Apportionment	\$0.00	Greenville County/City of Greenville/Philanthropic Contributions	\$2,314,092
Operating Assistance	Operating Support for Fixed Route Service	2020	5307 Annual Apportionment	\$627,053.44	Greenville County/City of Greenville/Philanthropic Contributions	
Enhancements/Improvements (Safety & Security)		2020	5307 Annual Apportionment	\$0.00	Greenville County/City of Greenville/Philanthropic Contributions	
ADA		2020	5307 Annual Apportionment	\$0.00	Greenville County/City of Greenville/Philanthropic Contributions	
Planning Administration		2020	5307 Annual Apportionment	\$231,409.25	Greenville County/City of Greenville/Philanthropic Contributions	
Preventative Maintenance	Preventative Maintenance and Vehicle Maintenance Activity	2020	5307 Annual Apportionment	\$1,455,629.79	Greenville County/City of Greenville/Philanthropic Contributions	
Bus and Bus Facilities	Bus purchases or facility improvements/updates	2020	5339 Annual Apportionment	\$ 255,909.85	Greenville County/City of Greenville/Philanthropic Contributions	
Operating Assistance & Preventative Maintenance	Operating Support for Fixed Route Service & Preventative Maintenance and Vehicle Maintenance Activity	2020	SMTF Annual Apportionment	\$221,606.55	Greenville County/City of Greenville/Philanthropic Contributions	\$221,606.55

## Transportation Alternatives

Transportation Alternative projects are funded by a 10 percent set aside from the Surface Transportation Program. These funds may only be spent on projects that fit one of 3 categories of eligible activities (see page 14).

FY 2020 TA Approved Projects									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
TBD	GPATS is awaiting TA Funding information for 2020 from SCDOT								\$ -
									\$ -
									\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Projects currently in TIP for TA Funding:

City of Simpsonville – Simpsonville Swamp Rabbit Trail	\$280
Anderson School District One – Ragsdale Road Sidewalks	\$200
City of Easley – Brushy Creak Greenway Phase 1&2	\$534
City of Greenville – Woodruff Road Sidewalks	\$361
Anderson School District Four – Riverside Middle School Sidewalks	\$250
Greenville County – Poinsett Corridor Pedestrian and Landscaping	\$795 + \$450 = \$1,245
Town of Williamston – Minor Street Sidewalk Project – Phase 1	\$200
City of Greenville – Haywood Road Sidewalks	\$400
Anderson County – Ragsdale Road Sidewalks - Additional Funding	\$320
City of Fountain Inn – Woodside Parks Connector	\$119 + \$232 = \$351
City of Pickens – Pickens Downtown Doodle Connector	\$202 + \$204 = \$404
Town of Central – Southern Wesleyan University Pedestrian/Bike Connection	\$643

Transportation Alternatives Projects									
Activity	Previous	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP Total
City of Simpsonville – Simpsonville Swamp Rabbit Trail	\$ 280								\$ -
Anderson School District One – Ragsdale Road Sidewalks	\$ 200								\$ -
City of Easley – Brushy Creek Greenway Phase 1&2	\$ 534								\$ -
City of Greenville – Woodruff Road Sidewalks	\$ 361								\$ -
Anderson School District Four – Riverside Middle School Sidewalks	\$ 250								\$ -
Greenville County – Poinsett Corridor Pedestrian and Landscaping	\$ 1,245								\$ -
Town of Williamston – Minor Street Sidewalk Project – Phase 1	\$ 200								\$ -
City of Greenville - Haywood Rd Sidewalks	\$ 400								\$ -
Anderson County - Ragsdale Road Sidewalks Additional Funding	\$ 320								\$ -
City of Fountain Inn - Woodside Parks Connector	\$ 351								\$ -
City of Pickens - Pickens Downtown Doodle Connector	\$ 404								\$ -
Town of Central - Southern Wesleyan University to Town of Central Pedestrian/Bike Connector	\$ 643								\$ -
<b>TOTAL</b>	<b>\$ 5,189</b>	<b>\$ -</b>							

# TIP Notice

NOTICE TO PUBLISH \_\_\_\_\_

THE ITEM NEWSPAPER

## PUBLIC NOTICE

The Greenville-Pickens Area Transportation Study (GPATS) pursuant to the requirements of the Fixing America's Surface Transportation Act (FAST Act), gives notice of the following action. Effective \_\_\_\_\_, GPATS will accept public review and comment on amendments to the 2021 - 2026 Greenville-Pickens Area Transportation Study (GPATS) Transportation Improvement Plan (TIP). This TIP outlines the federally funded transportation projects that GPATS is considering for the next four (4) years and serves as our plan to improve transportation services in the Greenville-Pickens community. The TIP also includes funding to support public transit services provided by Clemson Area Transit (CAT) & Greenville Transit Authority (GTA) dba Greenlink within the Greenville urbanized area.

**Public review and comments will be received until \_\_\_\_\_ or 21 days from the effective date of this notice.** Copies of the document and additional information concerning this action are available upon request at the address cited below.

This public notice and the time established for public review of and comments on the TIP satisfies CAT & GTA's Section 5307 Program of Project (POP) requirements.

Written comments may be sent to:

- **GPATS** - Asangwa Ikein, Transit Planner/Grants Manager, 301 University Ridge, Suite 3800, Greenville, SC 29601, [Aikein@greenvillecounty.org](mailto:Aikein@greenvillecounty.org)
- **CAT** - Heather Lollis, Budget & Grants Administrator, 200 West Lane, Clemson, SC 29631, [hlollis@cityofclemson.org](mailto:hlollis@cityofclemson.org)
- **GTA** - Kayleigh Sullivan, Transit Planning & Grants Coordinator, 100 W McBee Ave, Greenville, SC 29601, [ksullivan@greenvillesc.gov](mailto:ksullivan@greenvillesc.gov)

Any written comments submitted may be reviewed by the public at the addresses above, Monday thru Friday between the hours of 8:30 a.m. to 5:00 p.m.

Councilman H. G. "Butch" Kirven, Jr.  
Chairman, GPATS Policy Board

# SCDOT STIP Memorandum



## MEMORANDUM

**TO:** MPO and COG Directors

**FROM:** Machael M. Peterson, Director of Planning *mmj*

**DATE:** June 17, 2020

**RE:** STIP Window Update Extension

As you are aware, the South Carolina Department of Transportation (SCDOT) is currently in the process of updating the State Transportation Improvement Program (STIP) window as required by 23 CFR 450.220. The new STIP window will be FY2021 – FY2027. SCDOT has adjusted the STIP window to align with the current Transportation Asset Management Plan, which is effective through FY2027. In order to meet the deadline to submit the updated STIP to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval, SCDOT is reliant upon the timely submission of updated Transportation Improvement Programs (TIP) from each Metropolitan Planning Organization (MPO) and Council of Government (COG). Due to the recent coronavirus outbreak and its related public health concerns, many areas have been having difficulty accomplishing all of the requirements to meet the June 1, 2020, deadline provided by SCDOT to submit updated TIPs. Some areas have been challenged with conducting in-person study team and policy committee meetings, meeting public participation requirements, etc.

Given these difficulties associated with approving TIPs, SCDOT will not be able to meet its deadline for submitting the STIP to FHWA and FTA for approval. Therefore, SCDOT will be requesting an extension from FHWA and FTA to submit a new or amended STIP past the update deadline. In order for SCDOT to prepare the extension request, SCDOT must provide a schedule to FHWA and FTA for review and approval. This is largely dependent upon receipt of the components needed to complete the STIP. SCDOT is requesting confirmation of each MPO and COG's schedule for submitting its approved TIP. Please complete the table below indicating the expected dates of completion for each item listed. The SCDOT proposed STIP update schedule is attached for your reference. Every effort should be made to submit your TIP within the timeframe necessary to meet the overall goal of submitting the STIP as outlined in the attached schedule. Failure to update the STIP by the prescribed deadline as determined by FHWA and FTA may impact funding authorizations for current and future projects in your area. Again, please provide below, your schedule for approving your updated TIP and submitting to SCDOT. If you have already approved and submitted your updated TIP, please include those dates below. Your schedule and statement of concurrence should be submitted no later than June 26, 2020, to Christina Lewis, Regional Planner, SCDOT, PO Box 191, Room 511, Columbia, SC 29202.

Milestone	Date
MPO/COG Study Team Meeting to discuss TIP	<i>April 27, 2020</i>
Draft TIP Submitted to SCDOT for review and comment	<i>April 26, 2020</i>
Public Comment Initiated	<i>April 27, 2020</i>
MPO/COG Policy Committee Meeting for TIP approval	<i>May 18, 2020</i>
Final TIP submitted to SCDOT	<i>May 19, 2020</i>

### Statement of Concurrence

*[Signature]*  
 MPO/COG Planning Agency Director  
*Keith Brackington*

*6/17/2020*  
 Date

Post Office Box 191  
 955 Park Street  
 Columbia, SC 29202-0191



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