

AGENDA
GPATS POLICY COORDINATING COMMITTEE
October 12, 2026
10:00 a.m.

The Meeting will be held on Zoom and open for on-site participation
by Policy Committee Members in Greenville County Square,
301 University Ridge, Greenville – Council Chambers.
Citizens and other interested parties may attend in person or live-stream the meeting at the
appointed time, at the following web address:
<https://www.greenvillegov.net/livestreamplanning.aspx>

- | | | | |
|---------|-----|---|---|
| | 1. | CALL TO ORDER / WELCOME AND INTRODUCTIONS | Senator Ross Turner
Chairman |
| action: | 2. | APPROVAL OF THE AUGUST 10, 2026 COMMITTEE MINUTES | Attachment 1
Senator Ross Turner
Chairman |
| | 3. | PUBLIC COMMENT | Senator Ross Turner
Chairman |
| | 4. | SCDOT PROJECT STATUS UPDATE | Attachment 2
Megan Groves
SCDOT Program Manager |
| action: | 5. | PERFORMANCE MEASURES UPDATE | Attachment 3 |
| action: | | - LRTP AMENDMENT | Nathan Wright |
| | | - TIP DOCUMENT AMENDMENT | GPATS Transportation Planner |
| action: | 6. | GPATS TRANSPORTATION IMPROVEMENT PROGRAM
FY2025-2034 - AMENDMENT AC#11 | Attachment 4
Keith Brockington
GPATS Transportation Manager |
| action: | 7. | GPATS CY2027 MEETING SCHEDULE | Attachment 5
Keith Brockington
GPATS Transportation Manager |
| | 8. | GPATS HORIZON2050 LRTP UPDATE | Attachment 6
Brennan Groel
HDR, Inc. Transportation Planner |
| | 9. | WOODRUFF ROAD CONGESTION RELIEF PROJECT
SUMMARY | Attachment 7
Keith Brockington
GPATS Transportation Manager |
| | 10. | OLD BUSINESS | |
| | 11. | NEW BUSINESS | |
| | 12. | ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
August 10, 2026

County Square – Council Chambers

10:00 a.m.

In-person and remote participation by Committee members

MEMBERS PRESENT: Chairman Senator Turner, Vice-Chairman Mayor McLeer, Senator Allen, Senator Elliott, Senator Rice, Representative Beach, Representative Morgan, Councilor Davis, Councilor Saitta, Councilor Seman, Commissioner Christopher, Mayor Amidon, Mayor Danner, Mayor Merritt, Mayor White, GTA Chair Sean Rusnak, and Keith Brockington.

OTHERS PRESENT: A. Booth, P. Butler, D. Carlile, J. Chandler, S. Davis, W. Flake, T. Galloway, H. Gamble, B. Groel, M. Groves, J. Hanna, C. Hill, V. Holmes, M. Hudson-Flege, A. Ikein, S. Jackson-Amell, B. Klauk, C. Link, H. Lollis, B. Mattox, K. Moreland, B. Olson, T. Oswald, A. Patel, M. Pleasant, L. Quattlebaum, R. Tolson, M. Walker, and N. Wright.

CALL TO ORDER/WELCOME AND INTRODUCTIONS

Chairman Ross Turner called the meeting to order at 10:09 a.m. and thanked everyone for their attendance. In the absence of a quorum, Chairman Turner moved down the agenda to the Public Comment section.

PUBLIC COMMENT

Ms. Marlene Walker addressed the committee, saying she was speaking today as a private citizen and that, since moving here in 1989, she has watched the population double and believes it will double again before the projects (that are planned now) are even finished. Ms. Walker stressed that the population will only continue to grow and that the infrastructure developed is a good foundation, but it is not connected. Ms. Walker emphasized the need for greater interconnectivity among transportation projects, safer bike infrastructure, and more funding mechanisms such as taxes to finance infrastructure improvements. She said there are too many incomplete projects scattered across the area. Ms. Walker stated that Charlotte, Greenville, Anderson, and Spartanburg will one day be one large urban area, and the need for better connectivity and safer, more connected bike paths is crucial. She stressed the need for multi-use paths and more ways to get from point A to point B without a car.

On the draft, unranked project list (regarding GPATS' Long-Range Transportation Plan), Ms. Walker mentioned that the Doodle Trail Extension, Laurens Road Corridor, and Roper Mountain Corridor projects should be combined into a single project. She said traffic improvements need the correct sidewalks and safety measures, and should all be considered together. Ms. Walker suggested that before a development is approved, there should be infrastructure in place to handle that development ahead of any construction. She reiterated the need for a "wheel tax," a "commuter tax," or a new construction tax to help fund projects.

SCDOT PROJECT STATUS UPDATE

Megan Groves, Lead Program Manager with SCDOT, addressed Committee members with an update on projects summarized below.

- Upcoming projects were as follows:
 - Garlington Road – Feasibility Report complete. Negotiations are on hold pending funding discussions. Estimated costs are PE \$2.5 million, ROW \$2.8 million, and CON \$49 million.
 - Pelham Road & Haywood Road Intersection Improvement – Project pending due to funding discussions. Further discussions needed on revised scope. Estimated costs are PE \$1 million, ROW \$4 million, and CON \$4.5 million.
 - Pleasantburg Drive & Rutherford Road Intersection Improvement – Project pending due to funding discussions. Further discussions needed on revised scope. Estimated costs are PE \$500,000, ROW \$700,000, and CON \$3.3 million.
 - Mauldin Golden Strip Greenway – Shared Use Path in Mauldin from Innovation Drive to Butler Road currently in PE. Project pending due to funding discussions. Estimated costs are PE \$1 million, ROW \$5 million, and CON \$6 million.
 - East Butler Road – Project letting September 9, 2026. Public meeting to be held once construction contract is awarded. Estimated costs are PE \$3.9 million, ROW \$13.37 million, and CON \$46.26 million.
 - Woodruff Road Congestion Relief – Funding discussions are on-going. Construction anticipated Spring 2027 pending funding. Estimated Costs: PE \$8 million, ROW \$75 million, and CON \$197 million.
 - SC-183 Corridor Improvements – Two separate projects: one is Greenville County side and the other is Pickens County side and they are on independent timelines. Greenville side is pending due to funding discussions and Estimated costs are PE \$3.11 million, ROW \$14.5 million, and CON \$57.06 million. Pickens side proposed reduced scope due to funding, would require SC Transportation Infrastructure Bank (SCTIB) approval. Estimated costs are PE \$9.43 million, ROW \$36.25 million, and CON \$179.62 million.
 - SC-183 & Jameson Road intersection – Letting in November 2026. Moving forward with intersection only with signal. Estimated costs are PE \$400,000, ROW \$610,000, and CON \$2.7 million.
 - Bryson Drive Multi-Use Trail (UGATA) – Preliminary Design underway. Construction anticipated FY2027. \$1,127,441 GPATS TAP funding.
 - Town of Central Connector (Green Crescent Trail) – Preconstruction meeting with contractor held on May 12 and Construction anticipated August 2026. \$643,000 GPATS TAP funding.
 - Church Street Bridge – Bridge Rehab and Enhancements. Project complete. Contractor finished installing stairway, drain pipe, and finished painting barrier wall.
 - S-250 Hester Store Road over Machine Creek – Contract awarded to Kemp Sigmon Construction Company. Completion date is May 2027. Existing temporary steel bridge has been disassembled.
 - S-149 West Faris Road over Brushy Creek – Final plans are complete and Right of Way obligated in June 2025. Construction anticipated early Spring 2027.
 - S-277 Lay Bridge Road over Twelve Mile Creek (Closed Bridge) – Right of way plans under development with obligations in spring 2026 and construction anticipated in the fall of 2027.
 - US-276 over North Saluda River – Off-Alignment Bridge Replacement with construction anticipated in FY2029. Project kick-off meeting held in June and preliminary design is underway.
 - S-507 Brooks Avenue over Langston Creek (Closed Bridge) – Proposed realignment with construction letting in September 2026. Mandatory pre-bid to be held August 18, 2026.

- Design Build Closed/Load Restricted Bridges Package 19:
 - Pace Bridge Road over tributary to Saluda River
 - Pace Bridge Road over South Saluda River
 - Pace Bridge Road over Saluda Overflow
 - Hammett Bridge Road over tributary to Enoree River
 - Keeler Mill Road over Armstrong Creek
 - Crestwood Drive over tributary to Richland Creek

Pace Bridge Road bridges are in construction phase. Contract for all was awarded to E.S. Wagner Company, LLC and expected completion is spring 2028.
- Design Build Closed/Load Restricted Bridges Package 16:
 - SC-183 over Gregory Creek
 - SC-183 over Twelve Mile Creek
 - SC-124 over George's Creek
 - SC-123 over George's Creek

All four bridges are replacements and contract awarded to Palmetto Infrastructure, Inc. The SC-183 bridges and the SC-124 bridge is complete. US-123 southbound expected to be completed in April 2027.
- Corridor Safety Improvement Projects:
 - US 29 Wade Hampton Boulevard – Safety improvements include sidewalks. Project award to Palmetto Corp. of Conway. Contractor began work in January 2026 with estimated completion date in July 2027.
 - SC-183 Cedar Lane Road/Pete Hollis Boulevard – safety improvements including street lighting. Also awarded to Palmetto Corp. of Conway. Work on new signal pole foundations have begun. Expected completion date is August 2026 (Pending additional time for change order).
- Vulnerable Road Users (Section Corridor Improvements):
 - River Street/Richardson Street – Proposed safety improvements to include signing and pavement markings, two-way cycle track, high visibility crosswalks, and ADA improvements.
 - US-29 Wade Hampton Boulevard – Proposed safety improvements to include pedestrian ramps and crosswalks, leading pedestrian intervals, installation of new sidewalks, and traffic signal upgrades. Expected let date is November 2026.
 - US-276 Poinsett Highway – Proposed safety improvements to include signing and pavement markings, leading pedestrian intervals, high visibility crosswalks, and traffic signal upgrades. Schedule could move due to acquiring additional ROW.

Ms. Groves made herself available for questions.

Mayor Rick Danner, City of Greer, asked how many projects were ready for construction among those that were just updated.

Keith Brockington, GPATS' Transportation Manager, replied that Butler Road and Woodruff Road Congestion Relief were the two projects ready to begin construction.

Mayor Danner asked for more details on the status of the Woodruff Road project.

Mr. Brockington explained that he has planned a detailed presentation for Woodruff Road today when the Transportation Improvement Program (TIP) is discussed (a little further on down the agenda).

Ms. Groves mentioned the phasing for the Clearing and Grubbing portion of the construction and Mr. Brockington agreed that will be a part of the presentation.

GPATS HORIZON2050 LONG-RANGE TRANSPORTATION PLAN (LRTP) UPDATE

Ms. Brennan Groel, Transportation Planner with HDR, addressed members on the progress of the LRTP and summarized the second round of public engagement meetings. Ms. Groel explained during Round Two of the public information meetings, there were six in-person meetings and one virtual meeting, resulting in 125 in-person attendees, 104 virtual participants, and 1,026 web portal users. Ms. Groel said there were 40 attendees at the Stakeholder meeting, 601 responses on the statistically valid survey, and 132 comments on the interactive maps as of August 10, 2026.

Ms. Groel presented a draft list of 150 projects that are currently unranked and requested feedback on that list. The projects came from jurisdictional and public input received to date, existing regional plans, congestion and safety analyses, GPATS' Congestion Management Process (CMP), and SCDOT's Regional Mobility Program (RMP). The list includes 67 corridor projects, 43 intersection projects, eight signal projects, and 32 bike and pedestrian projects.

Ms. Groel explained the prioritization process that is rooted in performance-based planning and in draft weighting based on feedback to date. Ms. Groel said the steps to prioritization are:

- 1) GPATS collects public input on study area needs.
- 2) Project list is created.
- 3) Project list is compared and scored against the criteria.
- 4) Projects are ranked based on weighted scores.
- 5) Fiscal constraints are added to the list.
- 6) Projects are moved to the TIP for implementation.

Ms. Groel added that the goals and objectives include seven pertinent guiding statements: Culture & Environment, Growth & Development, Safety & Security, Economic Value, Mobility & Accessibility, Systems Preservation & Efficiency, and Public Input Emphasis. These goals have different weights such as Growth & Development at 15%, and Safety & Security at 25%.

Ms. Groel said prioritization reflects how balanced, or aligned, a project is across LRTP goals. She added that it does not reflect critical needs in one area (operations, safety, etc.), nor does it reflect project readiness or funding capacity. She encouraged everyone to attend the online meeting (available on the Horizon 2050 web portal) and visit the interactive map, which is available until August 15.

Ms. Groel explained that the next steps include finalizing and ranking the project list, preparing it for review, and distributing it to the GPATS Study Team, Policy Committee, and the GPATS mailing list before the October 12, 2026 GPATS Policy Committee meeting.

Ms. Groel made herself available for questions.

APPROVAL OF THE JUNE 15, 2026 POLICY COMMITTEE MEETING MINUTES

Having reached a quorum, Chairman Turner asked if anyone had any amendments to the minutes. None were voiced.

MOTION: By Mayor Merritt, seconded by Mayor McLeer, to approve the June 15, 2026 minutes as presented. The motion carried unanimously by voice vote. There were no objections.

GPATS NEW MEMORANDUM OF UNDERSTANDING (MOU) WITH GTA

Asangwua Ikein, GPATS Transit Manager/Grants Manager, addressed members on the new Memorandum of Understanding (MOU) between Greenville-Pickens Area Transportation Study (GPATS) and the Greenville Transit Authority (GTA). Mr. Ikein pointed out to members that the MOU was included with the Agenda Packet for this meeting.

Mr. Ikein explained GPATS (over the last decade or so) was responsible for evaluating and ranking the FTA Section 5310 applicants and the purpose of this MOU is to move the management, ranking, and evaluating over to GTA/Greenlink.

Mr. Ikein made himself available for any questions.

MOTION: By GTA Chair Rusnak, seconded by Mayor Danner, to approve GPATS new Memorandum of Understanding with GTA as presented. The motion carried unanimously by voice vote. There were no objections.

GPATS UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

Mr. Brockington said GTA/Greenlink has received a \$4 million BUILD (Better Utilizing Investments to Leverage Development) Grant and because it is a planning grant, it will need to be added to GPATS Unified Planning Work Program (UPWP).

Mr. Brockington asked if anyone had any questions or comments.

MOTION: By GTA Chair Rusnak, seconded by Mayor McLeer, to approve GPATS UPWP Amendment as presented. The motion carried unanimously by voice vote. There were no objections.

GPATS FY2025-2034 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AC #10

Mr. Brockington addressed members on the TIP Amendment AC#10 reminding them the financial statement is included in today's Agenda Packet.

The following changes are being made to the non-Guideshare portion of the TIP:

- New project Bridge Replacement – I-85 (MP 49) over tributary to Laurel Creek – per SCDOT:
 - Add \$5 mil PE
 - Add \$500,000 ROW
 - Add \$50 mil CON
- New BUILD Grant for GTA/Greenlink
 - Add \$4 mil

Mr. Brockington said the remainder of the changes to the TIP are Guideshare/Regional Mobility Program funds, and he displayed a presentation to members to help explain the Woodruff Road Congestion Relief adjustments.

Mr. Brockington stated that in January of this year, GPATS was notified of increases to cost estimates for the SC-183 Corridor Improvements Project, but primarily for the Woodruff Road Congestion Relief (WRCR) Project. GPATS and SCDOT began discussions on impacts to GPATS Program funds. He added that in February 2026, the GPATS Policy Committee was notified of upcoming changes and a workshop was requested to dig deeper into the impacts of the increases. Mr. Brockington said that in April, GPATS held a workshop with a presentation by SCDOT on the changes and the initial path forward. Mr. Brockington stressed that GPATS must remain “in the black” to continue funding obligations. Throughout April, May, and June, GPATS staff and SCDOT worked on funding options, and updates were presented to the Policy Committee. In July, a draft proposal was submitted to the Study Team for recommendation of approval. Later, staff made revisions in consultation with SCDOT, and SCDOT Planning granted preliminary approval.

Mr. Brockington started with the projects that will remain mostly unchanged:

1. Butler Road (unchanged, letting for construction)
2. Woodruff Road Congestion Relief Project (construction scheduled)
3. City of Greenville Intersection Improvements (construction scheduled)
4. GTA/Greenlink Capital Annual Allocation (remains unchanged, \$2.92 million per year)
5. Projects that are fully obligated (West Georgia Road, Greenlink Bus Stops, and SC-183 @ Jameson intersection)

Next, Mr. Brockington pointed out the delayed projects:

1. Garlington Road (construction to begin after WRCR project is completed)
2. Mauldin Golden Strip Greenway (pushed two years out for practicalities of executing project)

Mr. Brockington said the removed projects (for now) are:

1. Batesville Road, Phase II
2. Mills Avenue, US-29
3. Grove Road
4. Rutherford Road @ James /Earle Streets
5. Laurens Road @ Woodruff Road
6. Wade Hampton Boulevard
7. US-25 @ Bessie/Sandy Springs
8. St. Mark Road
9. US-25 @ SC-253
10. US-123 in West Greenville
11. Travelers Rest Shared Use Path
12. SC-253 @ US-276
13. Laurens Road @ CU-ICAR
14. Greer to Taylors Greenway

15. Fairview Road
16. Clemson-Central Green Crescent Connector
17. City of Easley Doodle Trail Extension
18. SC-183 – GPATS portion
19. Main Street (Pickens @ Ann/Pendleton Streets)

Mr. Brockington then explained the changes to Woodruff Road Congestion Relief (WRCR) Project include in FY2027 \$28.409 million (Phase I-clearing and grubbing portion of construction) and FY2029 \$50.968 million (Phase II of construction) and for FY2030-FY2032, the construction costs are now shown at \$38.571 million for each of the three fiscal years (the total of those three years is \$115,713,000 which will be advanced and programmed into FY2029). Mr. Brockington reiterated the phasing of the construction, with Clearing and Grubbing in Phase I, and all other construction costs in Phase II. Final construction is expected to be complete in 2034.

Mr. Brockington stated that the funds for the SC-183 project in Greenville County are to be removed (for now), and that amount is \$25 million. He said this is due to unknowns about scope and cost. Until the scope is narrowed and better cost estimates are available, it has been recommended to remove funding for now, as this project is not ready for construction, whereas the WRCR project is. In the meantime, the Pickens County portion of SC-183 still has its \$67 million from SCTIB and Pickens County. Mr. Brockington reminded members that the GPATS funds can be re-added at a later date, when available and if needed. In summary, he explained that the Guideshare funds for the Regional Mobility Program remain at \$29.2 million per year for the foreseeable future, and that in FY2032, funds for the WRCR project require a \$10 million advance from SCDOT to be repaid in FY2033. Finally, in FY2033, GPATS will have funds to begin adding projects back into the program.

Mr. Brockington said the next steps are to approve the GPATS TIP Amendment AC#10, as presented today; obtain SCDOT approval to finance a \$10 million advancement in FY2032; and obtain SCTIB approval for the funding structure and project delivery. He said SCDOT is on track to move forward with Phase I (clearing and grubbing) before the end of the year. GPATS will need to apply for a Federal BUILD (Better Utilizing Investments to Leverage Development) Grant (in 2027) to offset costs and restore many or all projects (ideally a \$50 million Grant).

Mr. Brockington explained that this will keep funding moving for active projects, if only delayed, and remove projects that have not yet started. The WRCR Project will obligate all construction funds by FY2029, and the budget remains tight through FY2032 but opens up in FY2033; most importantly, GPATS is kept “in the black” and will continue to move projects forward.

Mr. Brockington stated this TIP Amendment was advertised from July 19 through August 10, and the Study Team reviewed the amendment and suggested approval by consensus without objection.

Mr. Brockington made himself available for any questions.

Senator Rex Rice asked what the original total cost was and what the cost is today on the WRCR project.

Mr. Brockington replied that the original project cost was \$123 million and that today it is \$277 million.

Senator Rice asked about the original cost of the Right-of-Way acquisition and the current cost.

Ms. Groves stated that the Right-of-Way acquisition cost was \$43 million and is now \$75 million.

Senator Rice stressed the importance of obtaining accurate figures for project costs. He said costs will always go up, and that should be factored into the projected cost of any project. Senator Rice said the SC-183 project is already showing rising costs compared with the original projections. He said his concern was that costs are lowered for a project to get it on the books, and later on the costs are increased; the scenario we are facing today will continue to be a problem. Senator Rice stated that he is afraid this is happening regularly, and that there must be a way to obtain more accurate figures.

Senator Rice added that the Pickens side of the SC-183 project is still on the books, but GPATS is taking the Greenville side off. He said that the Greenville side is there because SCDOT said we aren't going to let you do just the Pickens side. He asked Mr. Brockington if he agreed with that statement.

Mr. Brockington agreed and added that without logical termini, a project like SC-183 would not be approved; the project could not just stop at the Saluda River/county line. Mr. Brockington explained that GPATS is not taking the project out of the TIP; they are just removing the funding until the project scope is better known and the funding amounts can be added back in later.

Mayor Knox White, City of Greenville, asked whether the original cost of the WRCR project was so much lower because it only extended to Miller Road at that time.

Mr. Brockington said the NEPA document extended the project across I-385, ending at Smith Hines Road.

Mayor Terry Merritt, City of Mauldin, stated that he wanted to be direct so everyone understood that the design and plans for the WRCR project, as they are, will not work and will not relieve the bottlenecks occurring. Mayor Merritt asked if the SCDOT could take the real estate (right-of-way acquisitions) and just put them "in your purse" for three or four years, come up with a better design or construction idea, and more accurate costs, and then do something.

GPATS Vice-Chairman, Mayor G.P. McLeer, City of Fountain Inn, voiced his concern that it took ten years to get to this point before even starting the construction phase. Mayor McLeer said that it is similar to the SC-183 project in that there are so many unknowns, and he doesn't like getting projects with so many unknowns. He also voiced his concerns about having to put so many other projects on pause to fund one project, and he agrees with Mayor Merritt that this project won't really help relieve congestion.

Mayor Merritt repeated his question about holding the WRCR project for now and possibly returning to it in a few years.

Mr. Brian Klauk, Director of Statewide Planning with SCDOT, replied No, we will not be able to do that. Mr. Klauk said once the NEPA has been done, this is GPATS' number one priority. It is a foundational fact that we need to do Woodruff Road first.

Mayor Merritt said, with all due respect, we are in this situation because of SCDOT. He said, delaying sixteen projects now, ten years of delays before even getting to construction, it is obvious where the problem is, but we don't know the solution yet.

Mayor White said, in his opinion, extending the project past Miller Road is a large part of the tremendous increase in costs. Ten years ago, it was a good project that sounded like it would help alleviate congestion, but that was ten years ago.

Discussions ensued on land use, infrastructure, access points, NEPA documents, and alternatives on Woodruff Road.

MOTION: By Mayor Danner, seconded by Representative Beach, to approve FY2025-2034 AC#10 Transportation Improvement Program as presented.

Due to objections from some members to the motion, one member requested a roll call, which was taken with 11 in favor of approval (Allen, Amidon, Beach, Christopher, Danner, Davis, Elliott, Rusnak, Saitta, Turner, and White). There was one abstention (Morgan) and three objections (McLeer, Merritt, and Rice). The motion carried 11-3, with one abstention.

OLD BUSINESS

There was no old business to be discussed.

NEW BUSINESS

Mr. Brockington announced that, due to scheduling conflicts, the Study Team meeting scheduled for September 14 has been moved to September 21.

Mr. Brockington reminded all members that GPATS Horizon2050 Long-Range Transportation Plan should be ready for adoption by the October 12, 2026 Policy Committee meeting and that it is critical that we reach a quorum.

Chairman Turner asked if there were any questions or comments. None were voiced.

ADJOURNMENT:

Without objection, Chairman Turner adjourned the meeting at 11:42 a.m.

Respectfully Submitted:

Recording Secretary
Cleo A. Hill

GPATS PROJECT STATUS REPORT

PROJECT SCOPE				STATUS	PAST SUMMARY	UPDATES
Guideshare	Woodruff Road Congestion Relief	P028743	The purpose is to reduce congestion on Woodruff Road, from Verdae Blvd. to Smith Hines Rd. NEPA process will define actual project limits. Design by Infrastructure Consulting & Engineering (ICE).	Current Let Date: Early 2027 (Phase 1)	Fixwoodruffroad.com Public Hearing launched July 7-August 7, 2020. EA completed 4/2020, and FHWA Decision Document received 12/2020. Phase II contract with ICE executed 6/2021. In ROW 5/2023.	ROW acquisition is complete. Utility and railroad coordination is current critical path. Looking at phasing construction contract for clearing and grubbing package to let in early 2027.
	S- 107 Butler Road	S363886	City of Mauldin - Reconstruct existing 3 lane road with curb and gutter, bike lanes and sidewalks for approximately 1.7 miles from Brides Rd. to US 276 Main St.	Current Re-Let Date: Early 2027	Buildingabetterbutler.com PIM held 1/14/2021. Additional coordination with City of Mauldin & 2nd PIM held 11/18/2021. ROW and CON funds increased (+20.4M) 2/27/2023 PC. In ROW 4/2023. CON funds increased (+14.5M) 10/27/2025.	Project is letting in September 2026 and bids were rejected. Letting expected in early 2027. Duke Energy is wrapping up their utility relocations and Charter and AT&T to follow.
	Garlington Road	P039274	Garlington Road (S-564) Corridor improvements from SC 146 to Roper Mountain Road.	On Hold Est. Completion: TBD	Feasibility study process kicked off 3/3/2022.Feasibility study completed and funds programed in the STIP. AECOM is consultant that was selected, negotiations currently on pause.	Funding not available until 2032.
	S-164 Batesville Rd.	P030554	Greenville County - S-164 Batesville Road Phase II, Pelham Rd. to the Parkway. Widen to 3 lanes with curb & gutter, and sidewalks.	On Hold Current Let Date: TBD	Due to the uncertainty of the I-85 widening project, the ROW phase was moved to FY 2028. Road Construction, Bridge Construction, Utility and CE&I Phases, and the let date were moved to FY 2030. When there is a clear path forward, funding will be adjusted accordingly.	
	SC 183 & Jameson Rd Intersection	037728C	Pickens County - Convert intersection of SC 183 Farris Bridge Rd and S-95 Jameson Road to a signalized intersection.	In ROW Current let date: November 2026	Project on-hold in 2017 per GPATS Policy Committee pending outcome of SIB application (for funds to multilane SC 183). In FY 2020-2025 TIP this project is removed from being on hold, and ROW is FY 2021. GPATS PC voted to put the project back on hold 10/2019. Project voted to be taken off of hold per May 2022 GPATS PC Meeting.	ROW aquisition is complete. Design and signal plans have been finalized. Temporary all way stop has been implemented at the intersection. Project letting is November 2026.
	Pelham Road & Haywood Road	P039271	Intersection improvements at Pelham road (S-492) and Haywood road (S-273).	In PE / On-Hold Current Let Date: TBD	Small purchase contract delivered the Final Report. It is recommended to move forward with a Continuous Flow Intersection. The total cost is \$9 million.	Project scope to be reviewed with City of Greenville.
	Pleasantburg Drive & Rutherford Road	P039272	Intersection improvements at Pleasantburg Drive (SC 291) and Rutherford Road (S-21).	In PE / On-Hold Current Let Date: TBD	Small purchase contract delivered the Final Report. It is recommended to move forward with a Partial Median U-Turn intersection. The total estimated cost is \$5 million.	Project scope to be reviewed with City of Greenville.
	SC 183 Corridor Improvements	P043187	SC 183 Farris Bridge Road widening from White Horse Road (US 25) to Alex Dr./Saluda View Drive (S-205).	On-Hold Current Let Date : TBD	Added at October 2023 PC meeting. Will progress forward with SC 183 project in Pickens County under one turn-key consultant contract. Contract for design services was executed August 2025. Project on hold due to funding.	
	Mauldin Golden Strip Greenway	P042471	Shared Use Path in Mauldin from Innovation Dr. to Butler Road	In PE / On-Hold Current Let Date: TBD	Project approved in STIP in December 2025.	PE on-hold until 2028.

GPATS PROJECT STATUS REPORT

	 PROJECT SCOPE			 STATUS	 PAST SUMMARY	 UPDATES
TAP	Town of Central Connector	P041351	Town of Central will build an approximately 3,000 LF bike/ped path (Green Crescent Trail) along SC 93 (Main St) from Church St to Tarrant St that connects the areas surrounding the downtown district.	In Construction Est Completion Date: 11/30/2026	FPA executed 8/2/22. Project was scoped with the Town of Central, and surveys have been ordered. ROW Complete. Project let in March 2026.	Contract awarded to Southern Concrete & Construction, Inc. with a completion date of 11/30/2026. Construction anticipated to begin in September.
	Multi-use trail along S-162 (Bryson Dr.) and Bryson Heights Drive. UGATA.	P043954	Multi-use trail along S-162 (Bryson Dr.) and Bryson Heights Drive	In PE Current Let Date: 12/2027	Design Field Review held 05/21/2026.	Preliminary Right of WayPlans continue to be developed.
Non Guideshare	SC 183 Corridor Improvement	P043211	SC 183 Farris Bridge Road widening from Alex Dr./Saluda View Drive (S-205) to SC 135. (Pickens County SIB & Local funds)	In PE Current Let Date: FY 29	Will progress forward with SC 183 GPATS project under one turn-key consultant contract. Contract for design services was executed August 2025.	Evaluating reduced scope due to funding and have on-going discussions with the SIB.
Bridge Replacements/Rehab	US 29 Church Street	P028821	City of Greenville - Bridge Rehabilitation of US 29 (S. Church Street) over S-75 (McBee Avenue) including a multi-use path along one side of bridge.	In Construction Est Completion: Complete	Project website live https://churchstbridgerehab.com . Project in ROW 5/2023. Public meeting held 4/16/2024. Construction Letting held on 12/10/2024. Bridge re-opened to traffic on Monday June 15th.	Contract awarded to Cekra, Inc. Contractor. Project completed. A time extension for additional painting work is currently under process. Final inspection will be scheduled.
	S-125 over Saluda River	P037701	S-125 (Freeman Bridge Road) over Saluda River Bridge Replacement. (Y1 Off-System Bridges)	On Hold Current Let Date: FY 33	SCDOT 10 Year Plan Bridge Replacement. Project currently in ROW phase. Construction plans have been signed and completed. The proposed let date is planned for 2032.	
	S-384 over Brushy Creek	P027845	S-384 (Shannon Drive) over Brushy Creek Bridge Replacement. Design by Parrish & Partners. (Y2 Off-System Bridges)	On Hold Current Let Date: FY 33	SCDOT 10 Year Plan Bridge Replacement. ROW obligated 2/2023. Construction plans have been signed and completed. The proposed let date is planned for 2032.	
	S-250 over Machine Creek	P042514	Expedited bridge replacement on S-250 (Hester Store Road) over Machine Creek.	In Construction Est Completion: 05/2027	On-call consultant selected, and contract executed 11/13/23. PIM held 2/29/24. Construction letting held 11/12/2025. Bridge closed on May 26th	Contract awarded to Kemp Sigmon Construction Co., Inc. Clearing complete, Erosion control devices installed and shoulder buildup in progress, crane delivering this week, setup to remove existing piles then drill for new piles.
	S-149 over Brushy Creek	P041174	Bridge Replacement of S-149 (W. Faris Rd.) over Brushy Creek in Greenville.	In ROW Current Let Date: 01/2027	SCDOT 10 Year Plan Bridge Replacement. DFR held 5/29/24. PIM held 7/30/24.	Final plans are complete. Waiting on utility relocations. Letting is scheduled Januray 2027.
	US 276 over North Saluda River	P043782	Primary Bridge Replacement of US 276 (Geer Highway) over North Saluda River in Greenville County.	In PE Current Late Date: FY 28	Carolina TEA is the consultant that was selected. Consultant was given the Notice to Proceed June 1st.	Preliminary design underway.
Closed Bridges	S-277 over Twelve Mile Creek	P038326	Closed Bridge Replacement of Road S-277 (Lay Bridge Road) over Twelve Mile Creek in Pickens County.	In PE Current Let Date: FY 27	Contract executed, Kickoff meeting conducted with consultant on 8/14/2024.	Right of Way plans under development additional coordination with federal land has caused some delays.
	S-507 over Langston Creek	P043407	Closed Bridge Replacement of S-507 (Brooks Ave.) over Langston Creek in Greenville County.	In ROW Current Let Date: September 2026	Consultant contract executed 11/4/2025. Project let on September 9th, 2026.	Project let on September 9th, 2026. Bids were accepcted, low bidder was Wright Brothers Construction Company, Inc.

FOR INFORMATION ONLY

	 PROJECT SCOPE			 STATUS	 PAST SUMMARY	 UPDATES
Design Build Bridge Package 16	SC 183 over Gregory Creek	P041230	Closed and/or Load Restricted Bridges Design Build Package 16 (2023-3). SC 183 Bridge Replacement over Gregory Creek in Pickens County. (Outside of GPATS boundary)	In Construction Est Completion: April 2027		Contract Awarded to Palmetto Infrastructure, Inc. SC 183 Bridges were opened to traffic in November. US123NB complete and opened to traffic 01/19/2026. US 123SB expected to be complete 04/2027.
	SC 183 over Twelve Mile Creek	P041231	Closed and/or Load Restricted Bridges Design Build Package 16 (2023-3). SC 183 Bridge Replacement over Twelve Mile Creek in Pickens County.			
	SC 124 over Georges Creek	P041232	Closed and/or Load Restricted Bridges Design Build Package 16 (2023-3). SC 124 Bridge Replacement over Georges Creek in Pickens County.			
	US 123 over Georges Creek	P041233	Closed and/or Load Restricted Bridges Design Build Package 16 (2023-3). US 123 Bridge Replacement over Georges Creek in Pickens County.			
Design Build Bridge Package 19	S-40 over South Saluda River	P041160	Closed and/or Load Restricted Bridges Design Build Package 2024-1 (19). S-40 (Pace Bridge Rd) Bridge Replacement over South Saluda River in Greenville County.	In Construction Est Completion: Spring 2028		Contract Awarded to E.S. Wagner Company, LLC. Construction. Plan development underway. Construction underway for Pace Bridge Road (S40/S-26) with completion of 12/2026.
	S-102 over Armstrong Creek	P041161	Closed and/or Load Restricted Bridges Design Build Package 2024-1 (19). S-102 (Keeler Mill Rd) Bridge Replacement over Armstrong Creek in Greenville County.			
	S-310 over Trib to Richland Creek	P041162	Closed and/or Load Restricted Bridges Design Build Package 2024-1 (19). S-310 (Crestwood Dr) Bridge Replacement over Trib to Richland Creek in Greenville County.			
	S-94 over Trib to Enoree River	P041163	Closed and/or Load Restricted Bridges Design Build Package 2024-1 (19). S-94 (Hammett Bridge Rd) Bridge Replacement over Trib to Richland Creek in Greenville County.			
	S-40 over Saluda Overflow	P043137	Closed and/or Load Restricted Bridges Design Build Package 2024-1 (19). S-40 (Pace Bridge Rd) Bridge Replacement over Saluda Overflow in Greenville County.			
	S-26 over Trib to Saluda River	P043138	Closed and/or Load Restricted Bridges Design Build Package 2024-1 (19). S-26 (Pace Bridge Rd) Bridge Replacement over Trib to Saluda River in Pickens County.			

FOR INFORMATION ONLY

	 PROJECT SCOPE			 STATUS	 PAST SUMMARY	 UPDATES
Safety Improvements	Safety Improvements SC 183	P037888	Proposed changes on SC 183 (Cedar Lane Road/Pete Hollis Boulevard) in Greenville that are intended to improve safety of the corridor as well as reduce the frequency and severity of crashes.	In Construction Est Completion: 08/2026		Contract awarded to Palmetto Corp. of Conway with a Completion Date of 8/31/2026. Contractor completed ADA ramp work and new signal pole foundation work. Electrical Subcontractor working on signal upgrades this month into next month.
	Safety Improvements US 29	P037885	Proposed changes on US 29 (Wade Hampton Boulevard) from Karen Drive to East Lee Road in Greenville that are intended to improve safety of the corridor as well as reduce the frequency and severity of crashes.	In Construction Est Completion: 07/2027		Contract awarded to Palmetto Corp. of Conway with a Completion Date of 07/2027. The contractor is submitting a recovery plan to complete the project on schedule. Signal work is planned to begin on September 21, 2026.
Vulnerable Road Users	Section Corridor Improvements River St. / Richardson St.	P041882	Proposed safety improvements from South Main Street to West Elford St. in Greenville to include a two-way cycle track, leading pedestrian intervals, new sidewalk, high visibility crosswalks, ADA improvements, signing, and pavement markings.	In PE Current Let Date: Early 2027		Developing preliminary plans.
	Section Corridor Improvements US 29 Wade Hampton Blvd.	P041909	Proposed improvements from East Lee Road to Watson Road in Greenville that are intended to improve the safety of the corridor as well as reduce the frequency and severity of crashes.	In PE Current Let Date: 11/2026		Project to let in November 2026.
	Section Corridor Improvements US 276 Poinsett Hwy	P041887	Proposed safety improvements from SC 183 Pete Hollis Boulevard to Hamlett Street Extension in Greenville to include high visibility crosswalks, raised median, leading pedestrian intervals, ADA improvements, signing, pavement markings, and traffic signal upgrades.	In PE Current Let Date: Early 2027		Developing preliminary plans. Schedule could move due to acquire additional ROW.



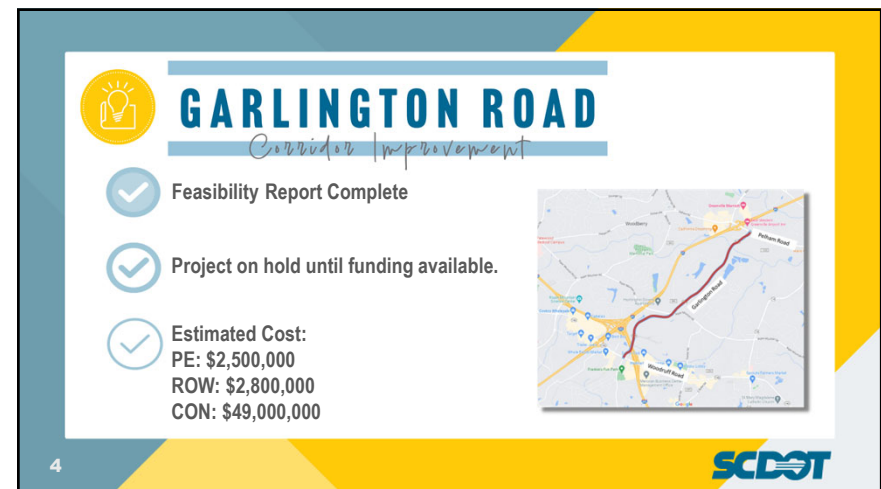
1



2



3



4



HAYWOOD & PELHAM

Intersection Improvement



Further discussions needed on revised scope.



Estimated Cost:
PE: \$1,000,000
ROW: \$4,000,000
CON: \$4,500,000



5



PLEASANTBURG & RUTHERFORD

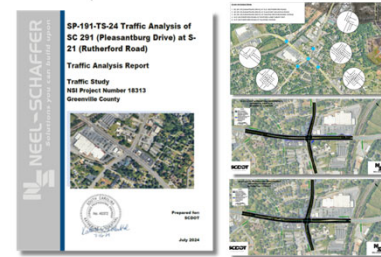
Intersection Improvement



Further discussions needed on revised scope.



Estimated Cost:
PE: \$500,000
ROW: \$700,000
CON: \$3,300,000



6



MAULDIN GOLDEN STRIP GREENWAY

Shared Use Path



Shared Use Path – Extension of the Swamp Rabbit Trail through Mauldin



PE on-hold until 2028



Estimated Cost:
PE: \$1,000,000
ROW: \$5,000,000
CON: \$6,000,000



7



S-107 EAST BUTLER ROAD

Corridor Improvements



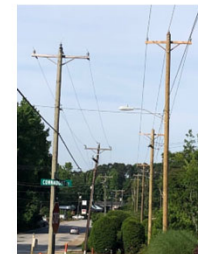
Project re-letting in 2027.



Public Meeting to be held once construction contract is awarded.



Estimated Cost:
PE: \$3,900,000
ROW: \$13,370,000
CON: \$46,260,000



8

WOODRUFF ROAD CONGESTION RELIEF

New Location Facility



- ✓ ROW Acquisitions Complete
- ✓ Construction for Phase 1 Clearing, Grubbing and Demo Anticipated Summer 2027.
- ✓ Estimated Cost:
PE: \$8,000,000
ROW: \$75,000,000
CON: \$197,000,000

9

SCDOT

9

SC 183 CORRIDOR IMPROVEMENTS

Greenville & Pickens



- SC 183 Jameson Intersection Improvement
- SC 135 Dacusville Hwy
- Saluda River - County Line
- Saluda River Bridge
- Pickens
- Greenville

- Greenville – Section on hold due to funding.
- Pickens – Evaluating scope options.

10

SCDOT

10

SC 183 & JAMESON ROAD

Intersection Improvement



- ✓ Letting in November 2026
- ✓ Moving forward with intersection only with signal
- ✓ Estimated Cost:
PE: \$400,000
ROW: \$610,000
CON: \$2,700,000

11

SCDOT

11

S-162 BRYSON DRIVE MULTI-USE TRAIL

Upstate Greenways and Travel Alliance



- ✓ Preliminary design underway
- ✓ Construction anticipated FY 2027
- ✓ \$1,127,441 GPATS TAP Funding

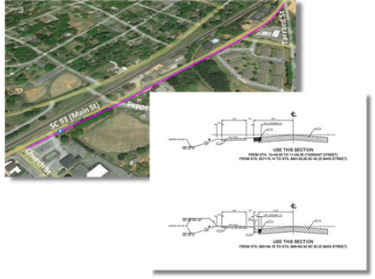
12

SCDOT

12

TOWN OF CENTRAL CONNECTOR
Green Crescent Trail

- ✓ Preconstruction meeting with contractor held on May 12th
- ✓ Construction anticipated September 2026
- ✓ \$643,000 GPATS TAP Funding



13

SCDOT

13

S-250 HESTER STORE ROAD OVER MACHINE CREEK
Bridge Replacement

- Project award to Kemp Sigmon Construction Co.
- Estimated Completion Date: May 2027
- RCE Update: Erosion and control devices installed. Contractor is removing existing piles and starting to drill for new piles.



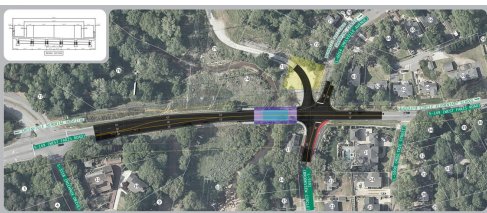
14

SCDOT

14

S-149 W. FARRIS RD OVER BRUSHY CREEK
Bridge Replacement

- ✓ Final Plans Complete
- ✓ ROW Obligated in June 2025
- ✓ Construction anticipated early Spring 2027



15

SCDOT

15

S-277 LAY BRIDGE RD OVER TWELVE MILE CREEK
Bridge Replacement

- ✓ Right of Way plans under development
- ✓ On-going coordination with the Army Corps of Engineers
- ✓ Construction anticipated FY 2027



16

SCDOT

16

US 276 OVER NORTH SALUDA RIVER

Primary Bridge Replacement

- ✓ Off-Alignment Bridge Replacement
- ✓ Construction anticipated in FY29
- ✓ Preliminary design underway.



17

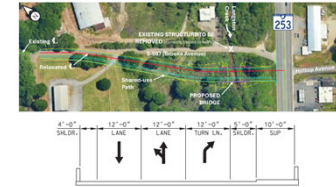
SCDOT

17

S-507 BROOKS AVE. OVER LANGSTON CREEK

Bridge Replacement

- ✓ Proposed Re-alignment
- ✓ Construction let in September 2026.



18

SCDOT

18

DESIGN BUILD CLOSED/LOAD RESTRICTED BRIDGES

Package 19

- Pace Bridge Road (S-40/S-26) – In Construction
 - Over tributary to Saluda River
 - Over South Saluda River
 - Over Saluda Overflow
- Hammett Bridge Road (S-94)
 - Over tributary to Enoree River
- Keeler Mill Road (S-102)
 - Over Armstrong Creek
- Crestwood Dr (S-310)
 - Over tributary to Richland Creek



Contract Awarded to E.S. Wagner Company, LLC. Construction Completion Spring 2028.

19

SCDOT

19

DESIGN BUILD CLOSED/LOAD RESTRICTED BRIDGES

Package 16



- » Awarded to Palmetto Infrastructure, Inc.
- » SC 124 and SC 183 bridges are complete.
- » US123 Northbound complete and opened to traffic in January 2026. US 123 Southbound expected to be complete in April 2027.

20

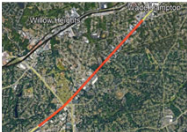
SCDOT

20

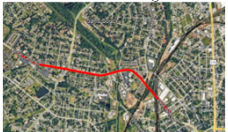
CORRIDOR SAFETY IMPROVEMENTS

Traffic Safety

US 29 Wade Hampton Blvd
Karen Drive to East Lee Road



SC 183 Cedar Lane/Pete Hollis Blvd
E. Marion Road to Margaret Court



- Safety Improvements including sidewalks
- Project Award to Palmetto Corp. of Conway
- Estimated Completion Date: July 2027
- Signal work started at the end of September.

- Safety Improvements including street lighting
- Project Award to Palmetto Corp. of Conway
- Estimated Completion Date: August 2026 (Pending additional time for change order)
- Signal work started at the end of September.

21

21

VULNERABLE ROAD USERS - SECTION CORRIDOR IMPROVEMENTS

Traffic Safety







US 29 Wade Hampton Blvd

- Pedestrian Ramps and Crosswalks
- Leading Pedestrian Intervals
- Install New Sidewalks
- Traffic Signal Upgrades

Rivers/Richardson Street

- Signing and Pavement Markings
- Two-way Cycle Track
- High Visibility Crosswalks
- ADA Improvements

US 276 Pointsett Hwy

- Signing and Pavement Markings
- Leading Pedestrian Intervals
- High Visibility Crosswalks
- Traffic Signal Upgrades

22

22



23



Greenville County Planning Department

301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 3

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 12th, 2026

SUBJECT: GPATS Performance Measures Update

Please find **Attachment 3.1**, an Amendment to the GPATS Horizon 2040 LRTP of GPATS Performance Measures as required by the FAST Act. Additionally, please find **Attachment 3.2**, an Amendment to the GPATS FY2025-2034 TIP Document to bridge TPMs from the LRTP into project selection and implementation.

The Performance Measure items being amended are:

- Safety Targets

Nathan Wright will be presenting on these changes.

The Study Team has reviewed this item and recommends Approval by Consensus Without Objection.

The Policy Committee will be asked to approve the amendments to the GPATS Horizon 2040 LRTP and the GPATS FY2025-2034 TIP Document.

When setting safety performance targets for the state, statisticians performed extensive analysis of the data related to each measure (i.e., traffic fatalities and severe injuries and vehicle miles traveled). South Carolina used a seven-data-point graphical analysis with a five-year rolling average. After the data points were plotted and graphical representations of the data were created, trend lines were added to predict future values. The trend lines were based on linear and non-linear equations with R-squared (i.e., best fit measure) values.

Using the models, statisticians predicted the values for the current year. Examining current and planned education and engineering safety initiatives, they estimated reductions in fatalities and severe injuries to calculate the state's safety performance targets. Staff from the SCDOT Traffic Engineering Office also met with representatives from the MPOs and COGs to deliver a presentation on the state's target-setting methods. The tables below shows GPATS and South Carolina baseline information, the state's targets, and safety targets set by regional transit agencies in their safety plans.

2023 - 2027 SAFETY TARGETS (2021 - 2025 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	1064.4	1.75	2618.6	4.34	479
SC Targets	1055.0	1.69	2519.0	4.04	486
GPATS Baseline	105.8	1.65	301.6	4.72	52.4

2022 TRANSIT SAFETY TARGETS

Transit Provider	Mode of Transit Service	Fatalities (Total)	Fatality Rate**	Injuries (Total)	Injury Rate**	Safety Events (Total)	Safety Event Rate**	System Reliability***
CATbus	Fixed Route	0	0.00	8.5	1.44	19.5	3.32	10.527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.00	1	0.70	1	0.94	71,561

*Rates are based on the unit per 100 million vehicle miles traveled

**Rates are based on the unit per 100 thousand vehicle revenue miles

***Reliability is determined based on vehicle revenue miles/ failures

For the 2025 performance period, GPATS has elected to accept and support the state's safety targets for all five safety performance measures. This means GPATS will:

- Address areas of concern for fatalities or serious injuries within the region, coordinating with SCDOT and incorporating safety considerations on all projects
- Integrate safety goals, objectives, performance measures, and targets into the planning process
- Include the anticipated effect on achieving the targets noted above within the TIP, linking investment priorities to safety target achievement

Next steps

Additional Measures Coming Soon

In the future, GPATS will need to decide whether it will support state targets or set its own targets for other federally-required performance measures related to congestion reduction, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The performance measures will be added to this document until the next LRTP update. At that point, GPATS will fully integrate a performance-based LRTP, combining the PBPP with LRTP elements and the associated decision-making processes.

Previous Target Adoption Dates:

November 2017	February 2021	October 2024
February 2019	March 2022	October 2025
October 2019	May 2023	
October 2020	October 2023	

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 thirty-one 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 September 1st, 2026, 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 12th, 2026. These targets will inform all decisions made in the TIP and LRTP and can be found in the tables below, along with Transit Safety Targets adopted by regional transit agencies in their safety plans.

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 (2021 – 2025)	1064.4	1.76	2618.6	4.34	479.0
GPATS Baseline (2021 – 2025)	105.8	1.65	301.6	4.72	52.4
SC 2023 – 2027 Targets	1055.0	1.69	2519.0	4.04	486.0

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

2022 Transit Safety Data								
Transit Agency	Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Severe Injuries (Total)	Severe Injury Rate*	Safety Events (Total)	Safety Event Rate*	System Reliability**
CATbus	Fixed Route	0	0.00	8.5	1.44	19.5	3.32	10,527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.00	1	0.70	1	0.94	71,561

*Rates are based on the unit per 100 thousand vehicle revenue miles

**Reliability is determined by vehicle revenue miles/failures per 100 thousand miles

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 2024 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 2024 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Bus	% of rolling stock that has met or exceeded ULB	50%
	Trolley Bus	% of rolling stock that has met or exceeded ULB	100%
	Cutaway Bus	% of rolling stock that has met or exceeded ULB	14%
	Van	% of rolling stock that has met or exceeded ULB	0%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	40%



Greenville County Planning Department
301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 12, 2026

SUBJECT: GPATS 2025-2034 TIP Amendment AC#11

Please find **Attachment 4.1**, the DRAFT Financial Statement for the GPATS Transportation Improvement Program, Fiscal Years 2025 through 2034. This proposed Amendment version will be known as AC #11.

The following changes are being made to the TIP:

- GTA/Greenlink
 - FTA Section 5339 Mauldin/Simpsonville
 - \$259,695 Federal
 - \$64,924 Local Match

The TIP has been advertised from September 20th through October 12th. The Study Team has reviewed this item and recommends Approval by Consensus Without Objection.

The Policy Committee will be asked to approve the GPATS FY2025-2034 Transportation Program, Amendment AC#11, which will be submitted for adoption into the Statewide Transportation Improvement Program (STIP).

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2025-2034 FINANCIAL STATEMENT																	
Amendment/Correction Version AC#11-DRAFT																	
TIP Approved 02/26/2024 AC #11 DRAFT																	
(COST IN THOUSANDS)		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	TIP COST (2025-2034)				
GUIDESHARE ALLOCATION			\$26,205	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$291,995				
ALLOCATION AVAILABLE FOR PROJECTS			\$26,205	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$291,995				
CARRYOVER AVAILABLE FROM PREVIOUS FY			\$ 23,370	\$ 30,941	\$ 43,037	\$ 46,749	\$ 60,199	\$ 68,798	\$ 92,998	\$ 77,626	\$ 60,455	\$ 61,083	\$ 77,483				
GUIDESHARE SUBTOTALS			\$ (14,637)	\$ (17,104)	\$ (25,487)	\$ (15,750)	\$ (20,600)	\$ (5,000)	\$ (44,571)	\$ (46,371)	\$ (38,571)	\$ (2,800)	\$ -				(\$216,254)
SCDOT GUIDESHARE ADVANCEMENT											\$10,000						\$10,000
GUIDESHARE PAYBACK												(10,000)					(\$10,000)
BALANCE		23,370	34,938	43,037	46,749	60,199	68,798	92,998	77,626	60,455	61,083	77,483	106,682	75,741			
KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE, PL - PLANNING AND FEASIBILITY * - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY *** - Projects to be merged with I-85 @ I-385 Design/Build **** - Projects may be combined for cost saving, if possible. ***** - Advance construction (AC) is not additional funding it is illustrative of the advancement													FY25-34 GUIDESHARE SUMMARY				
													REVENUES		ALLOCATION		\$291,995
															CARRYOVER		\$23,370
															DEBT		\$0
															OTHER		\$0
													BALANCE	\$75,741			
Amounts shown in <i>Italics</i> are Non-Guideshare funds																	
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS														STBGP	
37728RD02		ALEX RD	1,548														
37728RD03		JIM HUNT RD	2,043														
		JAMESON RD	239 P, R			2,000 C								\$2,000			
37686RD01	17	BATESVILLE ROAD (S-164)	1,650 P													STBGP	
		SC 14 TO ROPER MOUNTAIN RD	2,200 R														
		(THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	13,000 C														
			1,750 C														
39660RD01	5	WOODRUFF ROAD (SC-146)	750 P													STBGP	
		IMPROVEMENTS	1,500 R														
		FROM NEAR SCUFFLETOWN	*****9,500 C-AC														
		RD (S-23-145) TO BENNETTS BRIDGE (SC-296)	6,778 C-ACC														
		WITH IMPROVEMENTS TO INTERSECTIONS	2,722 C-ACC													CRRSAA	
0041472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) ****	1,550 P													STBGP	
		PELHAM ROAD TO ROPER MOUNTAIN ROAD	1,200 R														
		(THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	9,800 C														
0041471RD01	7	ROPER MOUNTAIN ROAD (S-548) ****	1,150 P													STBGP	
		ROPER MOUNTAIN EXT TO GARLINGTON ROAD	1,500 R														
		(THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	7,750 C														
			1,000 C														
																Safety	

GUIDESHARE PROJECTS CONTINUED																	
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING
					FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034			
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.																	
P030553	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)	1,500 P 10,400 R			10,500 C 29,500 C-AC	14,750 C-ACC	14,750 C-ACC							\$40,000		STBGP
P030554	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P													ON HOLD	STBGP
P028743		WOODRUFF ROAD CONGESTION RELIEF PE, ROW, PHASE I CONSTRUCTION VERDAE BLVD. TO SMITH HINES ROAD (CLEARING AND GRUBBING CORRIDOR FOR FUTURE CONSTRUCTION)	4,900 P 8,750 R *****34,461 R-AC	11,487 R-ACC	11,487 R-ACC	11,487 R-ACC									\$23,974		STBGP GC - 30,337 SCTIB - 49,010
P028743		WOODRUFF ROAD CONGESTION RELIEF, PHASE II CONSTRUCTION VERDAE BLVD. TO SMITH HINES ROAD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULI-USE PATH							115,713 AC 49,569 C	38,571 ACC	38,571 ACC	38,571 ACC			\$115,713		
P039274		GARLINGTON ROAD FROM SC-146 TO PELHAM ROAD	300 PL		2,500 P								2,800 R		\$5,300	\$49,000	STBGP
P039275		US-29/MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)															STBGP
P039276		GROVE ROAD FROM US-25 TO W. FARIS ROAD (SCOPE TBD)															STBGP
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE, DIVIDED, WITH BIKE LANE AND SIDEWALKS BOTH SIDES)															STBGP
		US-123 ACADEMY ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)															STBGP
	6	WADE HAMPTON FROM PINE KNOLL DR TO REID SCHOOL RD (SCOPE TBD)															STBGP
P041914		SC-296 REIDVILLE ROAD SC-290 TO SC-146 (WOODRUFF ROAD)	100 PL														SPATS STBGP
P043187		SC-183 FARRS BRIDGE ROAD US-25 (WHITE HORSE ROAD) TO ALEX DR./SALUDA VIEW DRIVE (S-205) WIDENING (SCOPE TBD)		3,000 P													STBGP
		FAIRVIEW ROAD FROM GRANDVIEW DRIVE TO SC-418 (SCOPE TBD)															STBGP
		ST. MARK ROAD WADE HAMPTON (US-29) TO LOCUST HILL RD (SC-290) (SCOPE TBD)															STBGP
Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
	2	HAYWOOD ROAD AND PELHAM ROAD	250 PL			1,000 P		4,000 R			4,500 C				\$9,500		STBGP
	3	PLEASANTBURG DRIVE AND RUTHERFORD ROAD	250 PL			500 P		700 R			3,300 C				\$4,500		STBGP
	4	WHITEHORSE RD / W. BLUE RIDGE RD															STBGP
	4	E. BLUE RIDGE DR / STATE PARK RD AND POINSETT HWY															STBGP
	4	LAURENS RD / WOODRUFF RD															
	7	RUTHERFORD RD / JAMES ST AND W EARLE ST															
		MAIN ST / ANN ST / PENDLETON ST															STBGP
		US-25 / BESSIE RD (SC-86) / SANDY SPRINGS RD															STBGP
		W. GEORGIA RD (S-272) / E. STANDING SPRINGS RD			1,500 C										\$1,500		STBGP

GUIDESHARE PROJECTS CONTINUED																	
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING
					FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034			
Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
		Mauldin Golden Strip Gateway						1,150 P	5,000 R	6,000 C					\$12,150		STBGP
		Augusta Street Area Bike Network	200 PL														STBGP
		City of Easley Doodle Trail Extension		150 PL													STBGP
		City of Greer and Taylors Greenway															STBGP
		Travelers Rest Area Bike/Ped Network Expansion															STBGP
			200	150	\$ -	\$ -	\$ -	\$ 1,150	\$ 5,000	\$ 6,000					\$ 12,150		
Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
		GTA - Greenlink Capital (Allocation)		2,620	2,920	2,920	2,920	2,920	2,920	2,920	2,920	2,920	2,920	2,920	\$29,199		STBGP
		Carryover Balance From Previous Year			2,620	3,923	6,843	9,763	12,683	15,603	18,523	21,443	24,363	27,283	\$143,046		
		Allocation plus Carryover Total		2,620	5,540	6,843	9,763	12,683	15,603	18,523	21,443	24,363	27,283	30,203	\$172,246		
		Greenlink Bus Stop Improvements, Phase 1			901												RAISE (Awarded FY2022)
					139										\$139		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 2			629												RAISE (Awarded FY2022)
					176										\$176		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 3			544												RAISE (Awarded FY2022)
					178										\$178		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 4			543												RAISE (Awarded FY2022)
					192										\$192		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 5			564												RAISE (Awarded FY2022)
					194										\$194		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 6			537												RAISE (Awarded FY2022)
					202										\$202		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 7			515												RAISE (Awarded FY2022)
					214										\$214		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 8			559												RAISE (Awarded FY2022)
					246										\$246		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 9			625												RAISE (Awarded FY2022)
					240										\$240		STBGP (Awarded FY2024)-Conversion to FTA
		Greenlink Bus Stop Improvements, Phase 10			428												RAISE (Awarded FY2022)
					240										\$240		STBGP (Awarded FY2024)-Conversion to FTA
		Bus Stop Improvements - Federal Portion			1,617												
		Bus Stop Improvements - State Portion		-	404												
				-	\$ 1,617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,021		
Traffic Signal Retiming Corridors Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
P028961		Pelham Road, Greenville	122												0		STBGP
		US 276 (Cherrydale), Greenville/Greenville County	80												0		STBGP
P029726		Woodruff Road (Scuffletown)/Greenville County	55												0		STBGP
		Fairview Road, Simpsonville	90												0		STBGP
		East Butler Road, Mauldin	70														STBGP
		Signal Retiming Allocation	1200	1,310	1,460	1,460	1460	1460	1460	1460					\$8,760		
		Signal Retiming Balance	783	2093	3553	5013	6473	7933	9393	10853	10853				10853	UNDER BUDGET	
		GUIDESHARE SUBTOTALS	\$ 80,508	\$ 14,637	\$ 17,104	\$ 25,487	\$ 15,750	\$ 20,600	\$ 5,000	\$ 44,571	\$ 46,371	\$38,571	\$2,800		\$ 216,254		

NON-GUIDESHARE PROJECTS																
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING
				FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255														ARC See TAP Section Local/Greenville Co
	DOODLE TRAIL EXT & AMENITIES - CITY OF PICKENS	100														RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON	76														RTP
P038477	CLEMSON BIKING & WALKING TRAIL - SEGMENT 2	500 P,R,C 500 P,R,C														ARC Local
P038375	WEST GEORGIA ROAD (S-272) FROM NEELY FERRY ROAD TO FORK SHOALS	1,565 P,R 692 C		1,896 C										\$1,896		EARMARK LOCAL
42551	WOODSIDE STREETScape	166 R,C 313 C 310 C														ENHANCEMENT ARC Local
P043211	SC-183 FARRS BRIDGE ROAD ALEX DR/SALUDA VIEW DRIVE (S-205) TO SC-135 WIDENING (SCOPE TBD)		4,000 P			6,000 R		44,716 C 12,500 C						\$63,216		State Earmark SCTIB Pickens County Local
P041351	TOWN OF CENTRAL PEDESTRIAN/BRIDGE CONNECTOR				500 C											ARC
	SANS SOUCI CONNECTER - 2024 RAISE GRANT			1,000 P	3,500 R	15,835 C								\$20,335		RAISE (Awarded FY2024)
P28012401124	RIVER FALLS ACCESS TRAILS - SC STATE PARKS		100 P,R,C													SCRTP
P28012401424	PARIS MTN HUGHES TRACT TRAIL EXPANSION - SC STATE PARKS		100 P,R,C													SCRTP
	Ramp metering I-85 SB/SC-14 on ramp - District 3 (FY2022)			950 P,R,C										\$950		CARBON REDUCTION PROGRAM
	SC 86 @ S-53 and Blossom Branch Road signal rebuild - District 2 (FY2022)			200 P,R,C										\$200		CARBON REDUCTION PROGRAM
	Expanded Traffic Signal Video Detection - City of Greenville (FY2022)			850 P,R,C										\$850		CARBON REDUCTION PROGRAM
	US 25 Timing and Communication - District 3 (FY2023)			480 P,R,C										\$480		CARBON REDUCTION PROGRAM
	Butler Road Timing and Communication - District 3 (FY2023)			530 P,R,C										\$530		CARBON REDUCTION PROGRAM
	Expanded Traffic Signal Video Detection - City of Greenville (FY2023)			990 P,R,C										\$990		CARBON REDUCTION PROGRAM
	SC 81 @SC 153 - District 2 (FY2024)			325 P,R,C										\$325		CARBON REDUCTION PROGRAM
	Expanded Traffic Signal Video Detection - City of Greenville (FY2024)				660 P,R,C									\$660		CARBON REDUCTION PROGRAM
	SC 80 and South Buncombe Street - District 3 (FY2024)				400 P,R,C									\$400		CARBON REDUCTION PROGRAM
	South Buncombe Road Timing and Communication - District 3 (FY2024)				310 P,R,C									\$310		CARBON REDUCTION PROGRAM
	City of Greenville TMC Operator - (FY2024)				101 P,R,C									\$101		CARBON REDUCTION PROGRAM
	SC 183 Communication - Sulphur Springs/Eunice/W. Parker - District 3 (FY2024 &FY2025)				440 P,R,C									\$440		CARBON REDUCTION PROGRAM
P038033	I-85 SAFETY IMPROVEMENTS MM 30 TO MM 60	100 P 3,000 C														SAFETY/HSP
P027845	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL	REPLACEMENT 1,250 P,R														BRIDGE REPLACE
P038260	BRIDGE S-23-154 OVER HUFF CREEK - GRVL	REPLACEMENT 1,125 P, R	4,325 C													BRIDGE REPLACE
P037701	BRIDGE S-23-125 OVER SALUDA RIVER - GRVL	REPLACEMENT 1,191 P,R,C														BRIDGE REPLACE
P037398	BRIDGE S-4-931 OVER BIG CREEK - ANDERSON	REPLACEMENT 600 P														BRIDGE REPLACE
P037693	BRIDGE S-39-140 OVER SHOAL CREEK - PKNS	REPLACEMENT 1,841 P,R,C														BRIDGE REPLACE
P037696	BRIDGE S-39-250 OVER DODDIES CREEK - PKNS	REPLACEMENT 1,797 P,R,C														BRIDGE REPLACE
	DESIGN BUILD 16 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2023-3	36,206 P,C														
P041233	BRIDGE US-123 SB OVER GEORGES CREEK - PKNS	REPLACEMENT 20,612 P,C														BRIDGE REPLACE
P041232	BRIDGE SC-124 OVER GEORGES CREEK -PKNS	REPLACEMENT 8,242 P,C														BRIDGE REPLACE
P041231	BRIDGE SC-183 OVER TWELVE MILE CREEK -PKNS	REPLACEMENT 11,555 P,C														BRIDGE REPLACE
P041230	BRIDGE SC-183 OVER GREGORY/CANNON CREEK -PKNS	REPLACEMENT 9,013 P,C														BRIDGE REPLACE
	DESIGN BUILD 19 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2024-1	1,107 P	30,328 C													INTERST/NHS & FA NON NHS
P041159	BRIDGE S-23-41 OVER MIDDLE SALUDA - GRVL	REPLACEMENT 101 P		4,434 C										\$4,434		BRIDGE REPLACE
P041160	BRIDGE S-23-40 OVER SOUTH SALUDA - GRVL	REPLACEMENT 101 P		5,052 C										\$5,052		BRIDGE REPLACE
P041162	BRIDGE S-23-310 OVER TRIBUTARY TO RICHLAND CREEK	REPLACEMENT 101 P		2,486 C										\$2,486		BRIDGE REPLACE
P041161	BRIDGE S-23-102 OVER ARMSTRONG CREEK	REPLACEMENT 101 P		3,567 C										\$3,567		BRIDGE REPLACE
P041168	BRIDGE S-39-32 OVER CEDAR CREEK - PKNS	REPLACEMENT 101 P		3,514 C										\$3,514		BRIDGE REPLACE
P041163	BRIDGE S-23-94 OVER TRIBUTARY TO ENOREE RIVER	REPLACEMENT 101 P		3,596 C										\$3,596		BRIDGE REPLACE
P041174	BRIDGE S-23-149 (W FARIS RD) OVER BRUSHY CREEK	REPLACEMENT 890 P		400 R		5,000 C								\$5,400		BRIDGE REPLACE
P038771	BRIDGE S-23-80 (S HUDSON ST) OVER REEDY RIVER	REPLACEMENT 890 P		150 R	3,230 C									\$3,380		BRIDGE REPLACE
P041169	BRIDGE S-39-160 OVER FOUR MILE CREEK-PICKENS	REPLACEMENT 259 P				50 R	3,100 C							\$3,150		BRIDGE REPLACE
P038326	S-277 OVER TWELVE MILE CREEK - PICKENS	REPLACEMENT 1,370 P			20 R	6,680 C								\$6,700		BRIDGE REPLACE
P042514	S-250 OVER MACHINE CREEK - PICKENS	REPLACEMENT 1,210 P	500 R	4,840 C										\$4,840		BRIDGE REPLACE
P043138	S-39-26 OVER TRIBUTARY TO SALUDA RIVER	REPLACEMENT	270 P	3,025 C										\$3,025		BRIDGE REPLACE
P043407	S-507 (BROOKS AVENUE) OVER LANGSTON CREEK	REPLACEMENT	670 P		175 R 6,000 C									\$6,175		BRIDGE REPLACE
P043782	US 276 (GEER HWY.) OVER NORTH SALUDA RIVER	REPLACEMENT		2,490 P		174 R		12,246 C						\$14,910		BRIDGE REPLACE
P045384	I-85 (MP 49) OVER TRIBUTARY TO LAUREL CREEK	REPLACEMENT			5,000 P		500 R	50,000 C						\$55,500		BRIDGE REPLACE
	STATEWIDE BRIDGE PREVENTATIVE MAINTENANCE PACKAGE			7517 C										\$7,517		BRIDGE REPAIR
P041689	SC 124 Old Easley Hwy over Saluda River (Greenville)	41 P		550 C										\$550		BRIDGE REPAIR
P041727	SC 418 Over Huff Creek (Greenville)	100 P														BRIDGE REPAIR
P041672	US 29 Wade Hampton over Mountain Creek (Greenville)	83 P	1,100 C													BRIDGE REPAIR
P039651	US 276 Geer Highway over Middle Saluda River (Greenville)	62 P	825 C													BRIDGE REPAIR

NON-GUIDESHARE PROJECTS CONTINUED																
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING
P041716	SC 8 Easley Highway over US 29 (Anderson)	153 P,C														BRIDGE REPAIR
P041732	SC 81 Anderson Road over Saluda River & S-4-143 (Anderson)	100 P	1,375 C													BRIDGE REPAIR
P041720	SC 146 N Highway over Enoree River (Spartanburg)	100 P	1,375 C													BRIDGE REPAIR
P041722	SC 135 Dacusville Highway over Shoals Creek	45 P		2,730 C										\$2,730		BRIDGE REPAIR
P044948	SC 86 (Anderson Street/Main Street) over Saluda River				500 P									\$500		BRIDGE IMPROVEMENT
P030817	S-23-279 (Reid School Rd)	1,675 R,C														
P037191	SC-146 Corridor (S-23-183 to S-23-654)	4,041 P,R,C														SAFETY
P037190	US-25 Corridor (I-85 to S-23-782)	2,350 P,R,C														SAFETY
P039380	Intersection Improvement S-908 (Gap Creek Rd) / L-745 (Hampton Rd)	250 P	100	2,000 C										\$2,000		SAFETY
P039384	Intersection Improvement SC-135 (Dausville Hwy) / S-95 (Jameson Rd)	2,300 P,R,C														SAFETY
P039386	Intersection Improve. SC-81 (Anderson Rd) / S-23-327 (Old Dunham Bridge Rd)	1,250 P														SAFETY
P039387	Intersection Improvement US-29 / S-4-96 (Welcome Rd)	4,213 P,R,C														SAFETY
P041029	Intersection Improvement SC-81 (Anderson Rd) / L-183 (McNeeley Rd)	700 P,C														SAFETY
P041033	Intersection Improvement SC-81 (Anderson Rd) / L-912 (Cely Ln)	700 P,C														SAFETY
P041412	Intersection Improvement SC-20 with S-23-260		150 P			1 R	600 C							\$601		SAFETY
P041030	Intersection Improvement SC-290 (Locust Hill) / S-23-173 (Tigerville Rd)	200 P		0 R	0 C											SAFETY
P041416	Operational Improvement US-276 with S-3		150 P		1 R	600 C								\$601		SAFETY
P041418	Operational Improvement US-123 with SC-124		150 P		1 R	600 C								\$601		SAFETY
P041419	Operational Improvement SC-81 with S-23-149		150 P		1 R	600 C								\$601		SAFETY
P041423	Operational Improvement S-540 with L-1969	250 P		50 R	600 C									\$650		SAFETY
P041052	Intersection Improvement SC-183 (Farrs Bridge Rd) / S-39-55 (Ireland Rd)	200 P	112 R	1,700 C										\$1,700		SAFETY
P041055	Intersection Improvement US-25 / US-25 Conn	250 P		1 R 1,700 C										\$1,701		SAFETY
P044323	Intersection Improvement S-87 (Sulphur Springs Rd.) / S-104 (Hunts Bridge Rd.)-Greenville			150 P			1,000 C							\$1,150		SAFETY - HSP
P044317	Intersection Improvement SC 253 (Blue Ridge Dr.) / S-104 (W. Parker Road) - Greenville			150 P			1,000 C							\$1,150		SAFETY - HSP
P044324	Intersection Improvement US 25 (White Horse Rd.) / SC 183 (Farrs Bridge Rd.) - Greenville			150 P			1,000 C							\$1,150		SAFETY - HSP
P044131	Intersection Improvement SC 80 (J. Verne Smith Pkwy.) / L-2597 (Buncombe Rd.)-Spartanburg			300 P		100 R	2,000 C							\$2,400		SAFETY - HSP
P045176	Intersection Improvement - Project Speedway Local Access Road				322 P	391 R 2,609 R 8,109 C								\$11,431		LOCAL ARC LOCAL ARC
P037888	SC-183 to MP 4.2 to 6 (Cedar Lane Rd)	250 P	1 R	5,254 C										\$5,254		SAFETY
P037885	RSA US-29	500 P		1 R 9,502 C										\$9,503		SAFETY
P045359	Corridor Study - I-85 South US 29 (Exit 34) to North SC 85 (Exit 69)				1,200 P									\$1,200		NHP
P030236	SC-291 N Pleasantburg Dr and White Oak Dr	150 C														SAFETY
	US-29 CORRIDOR SIGNAL RETIMING	3,000														NHS/IM
P027368	I-85 (WIDENING FROM NEAR SC153 (EXIT 40) TO NEAR SC-85 (EXIT 69)	65,720 P,R,C							0 C 0 AC 0 ACC							NHS/IM
0038111 / P042302	I-85 @ I-385 (EXIT 51)	14,000 P 270,000 C	16,737 C											Fully Obligated		NHS/IM SIB
P038111	I-85 @ Rocky Creek Bridge	1,200 P 44,000 C														NHS/IM
P041882	S-664 (River Street/Richardson Street) MP 0.23 - MP 1.07		300 P		1 R	1,000 C								\$1,001		SAFETY HSP
P041909	US 29 (Wade Hampton Blvd) MP 11.3 - MP 12.06		450 P		50 R 2,000 C									\$2,050		SAFETY HSP
P041887	US 276 (Poinsett Highway) MP 32.38 - MP 33.24		300 P		100 R		5,000 C							\$5,100		SAFETY HSP
P045663	SC-291 (N. Pleasantburg Drive) MP 5.8 - 8.0 RSA				1,500 P		1 R	5,000 C						\$6,501		SAFETY HSP
P045667	US-29 (Wade Hampton Boulevard) MP 12 - 16 RSA						1,500 P	1 R	8,000 C					\$1,501		SAFETY HSP
P045657	US-123 (Easley Bridge Road) MP 2.6 - 4.9				1,500 P		1 R	6,000 C						\$7,501		SAFETY HSP
	ANDERSON COUNTY PAVEMENTS Non-NHS Primary		9,043 C	9,043 C	9,043 C	12,481 C	12,481 C	12,481 C	12,481 C	12,481 C	12,481 C	12,481 C		\$105,450		SFP
	FA Secondaries		5,567 C	5,567 C	5,567 C	5,602 C	5,602 C	5,602 C	5,602 C	5,602 C	5,602 C	5,602 C		\$50,347		SFP
	Non-FA Secondaries		1,085 C	1,085 C	1,085 C	0 C	0 C	0 C	0 C	0 C	0 C	0 C		\$2,170		MTN
	Non-FA Secondaries		769 C	769 C	769 C	1,833 C	1,833 C	1,833 C	1,833 C	1,833 C	1,833 C	1,833 C		\$14,368		SFP
	GREENVILLE COUNTY PAVEMENTS Non-NHS Primary		8,570 C	8,570 C	8,570 C	15,563 C	15,563 C	15,563 C	15,563 C	15,563 C	15,563 C	15,563 C		\$126,078		SFP
	FA Secondaries		8,360 C	8,360 C	8,360 C	8,240 C	8,240 C	8,240 C	8,240 C	8,240 C	8,240 C	8,240 C		\$74,401		SFP
	Non-FA Secondaries		1,106 C	1,106 C	1,106 C	0 C	0 C	0 C	0 C	0 C	0 C	0 C		\$2,212		MTN
	Non-FA Secondaries		783 C	783 C	783 C	1,870 C	1,870 C	1,870 C	1,870 C	1,870 C	1,870 C	1,870 C		\$14,659		SFP
	LAURENS COUNTY PAVEMENTS Non-NHS Primary		6,409 C	6,409 C	6,409 C	8,705 C	8,705 C	8,705 C	8,705 C	8,705 C	8,705 C	8,705 C		\$73,755		SFP
	FA Secondaries		3,290 C	3,290 C	3,290 C	3,327 C	3,327 C	3,327 C	3,327 C	3,327 C	3,327 C	3,327 C		\$29,868		SFP
	Non-FA Secondaries		1,182 C	1,182 C	1,182 C	0 C	0 C	0 C	0 C	0 C	0 C	0 C		\$2,364		MTN
	Non-FA Secondaries		837 C	837 C	837 C	2,008 C	2,008 C	2,008 C	2,008 C	2,008 C	2,008 C	2,008 C		\$15,729		SFP
	PICKENS COUNTY PAVEMENTS Non-NHS Primary		7,029 C	7,029 C	7,029 C	7,905 C	7,905 C	7,905 C	7,905 C	7,905 C	7,905 C	7,905 C		\$69,395		SFP
	FA Secondaries		2,969 C	2,969 C	2,969 C	2,965 C	2,965 C	2,965 C	2,965 C	2,965 C	2,965 C	2,965 C		\$26,695		SFP
	Non-FA Secondaries		583 C	583 C	583 C	0 C	0 C	0 C	0 C	0 C	0 C	0 C		\$1,165		MTN
	Non-FA Secondaries		413 C	413 C	413 C	984 C	984 C	984 C	984 C	984 C	984 C	984 C		\$7,715		SFP
	SPARTANBURG COUNTY PAVEMENTS Non-NHS Primary		12,257 C	12,257 C	12,257 C	16,203 C	16,203 C	16,203 C	16,203 C	16,203 C	16,203 C	16,203 C		\$137,933		SFP
	FA Secondaries		5,550 C	5,550 C	5,550 C	5,574 C	5,574 C	5,574 C	5,574 C	5,574 C	5,574 C	5,574 C		\$50,114		SFP
	Non-FA Secondaries		1,161 C	1,161 C	1,161 C	0 C	0 C	0 C	0 C	0 C	0 C	0 C		\$2,323		MTN
	Non-FA Secondaries		823 C	823 C	823 C	1,967 C	1,967 C	1,967 C	1,967 C	1,967 C	1,967 C	1,967 C		\$15,413		SFP
EXEMPT SUBTOTAL		\$486,651	\$ 111,023	\$ 150,315	\$ 105,896	\$ 142,976	\$ 110,929	\$ 225,690	\$ 103,227	\$ 95,227	\$ 95,227	\$ 95,227	\$ -	\$1,124,712		

TRANSIT PROJECTS															
PIN #	FEDERAL TRANSIT ADMINISTRATION	Previous Obligations	FY 2024	TIP (Future years projected)										TIP COST (2025-2034)	FUNDING
				FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034		
	GREENVILLE URBANIZED AREA	12,416	3,930	3,985	4,082	4,164	4,247	4,332	4,419	4,507	4,597	4,689	4,783		FTA SECTION 5307 & 5340
	Greenville Transit Authority	8,165	3,930	3,985	4,082	7,428	7,594	7,765	7,939	8,117	0	0	0		
	Capital Total	5,152	2,321	2,353	2,411	1,500	1,500	1,500	1,500	1,500	0	0	0		
	Capital	341	0	0	0	0	0	0	0	0	0	0	0		
	Federal														
	State														
	Local														
	Enhancements/Improvements	57	38	38	39	0	0	0	0	0					
	Federal														
	State														
	Local														
	ADA	816	393	399	408	500	500	500	500	500					
	Federal			400	400	400	400	400	400	400					
	State			0	0	0	0	0	0	0					
	Local			100	100	100	100	100	100	100					
	Preventative Maintenance	3,937	1,890	1,916	1,963	1,000	1,000	1,000	1,000	1,000					
	Federal			800	800	800	800	800	800	800					
	State			0	0	0	0	0	0	0					
	Local			200	200	200	200	200	200	200					
	Operations Total	3,013	1,609	1,632	1,672	5,928	6,094	6,265	6,439	6,617	0	0	0		
	Operating	3,013	1,609	1,632	1,672	5,928	6,094	6,265	6,439	6,617					
	Federal			2,964	3,047	3,132	3,219	3,307	3,394	3,481					
	State			0	0	1	2	3	3	3					
	Local		1,609	1,632	1,672	2,964	3,047	3,132	3,219	3,307	0	0	0		
	Clemson Area Transit	4,251													
	Operating	2,129													
	Planning Administration/Security	35													
	Preventative Maintenance	2,087													
	GREENVILLE URBANIZED AREA (PL)	480	160	160	160	160	160	160	160	160	160	160	160		FTA SECTION 5303 (PL)
	MAULDIN-SIMPSONVILLE URBANIZED AREA	6,777		3,008	3,087	3,149	3,212	3,276	3,342	3,408	3,477	3,546	3,617		FTA SECTION 5307
	Greenville Transit Authority			1,776	3,087	5,568	5,634	5,762	5,873	6,007	0	0	0		
	Capital Total			1,776	1,823	1,216	1,317	1,317	1,350	1,350	0	0	0		
	Capital				0	216	217	217	250	250	0	0	0		
	Federal					173	173	174	200	200					
	State					0									
	Local					43	43	43	50	50					
	Enhancements/Improvements			29	30	0	0	0	0	0	0	0	0		
	Federal														
	State														
	Local														
	ADA			301	309	400	500	500	500	500	0	0	0		
	Federal					320	400	400	400	400					
	State					0	0	0	0	0					
	Local					80	100	100	100	100					
	Preventative Maintenance			1,447	1,485	600	600	600	600	600	0	0	0		
	Federal					480	480	480	480	480	0	0	0		
	State					0	0	0	0	0					
	Local					120	120	120	120	120					
	Operations Total			0	0	4,352	4,317	4,445	4,523	4,657	0	0	0		
	Operating			0	0	4,352	4,317	4,445	4,523	4,657	0	0	0		
	Federal					2,176	2,159	2,222	2,262	2,328					
	State					0	0	0	0	0					
	Local					2,176	2,159	2,222	2,262	2,328					
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)														FTA SECTION 5303 (PL)
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM	1,591	467	548	576	582	587	593	599	605	611	617	624		FTA SECTION 5310
	-- Senior Solutions														
	--Greenville Transit Authority - Apportioned FY2025	720	359	365	CA										
	Federal			365											
	State			0											
	Local			64											
	--Greenville Transit Authority - Apportioned FY2024			71	CA										
	Federal			71											
	State			0											
	Local			13											
	--Greenville Transit Authority - Apportioned FY2024			307	CA										
	Federal			307											
	State			0											
	Local			54											
	--Clemson Area Transit	410													
	--Pickens County Meals on Wheels	123													
	--Able SC (from FY2024 funds)-Capital \$54,158 - Operations \$54,258														
	Federal			108											
	State			0											
	Local-Capital \$13,539 - Operations \$54,258			68											



Greenville County Planning Department
301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 12, 2026

SUBJECT: GPATS CY2027 Meeting Schedule

All meetings will begin at 10:00 a.m. unless otherwise noted

The proposed meeting dates for **Calendar Year 2027** are as follows:

Study Team (typically meets four weeks prior to Policy Committee):	Policy Committee:
January 25	February 22
April 12	May 17
July 12	August 9
September 13	October 11

The Study Team reviewed the above dates and gave a Recommendation of Approval.

The Policy Committee will be requested to approve the meeting schedule for the 2027 Calendar Year for the Policy Committee and Study Team.



Greenville County Planning Department
301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 6

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 12, 2026

SUBJECT: Horizon2050 Long-Range Transportation Plan Update

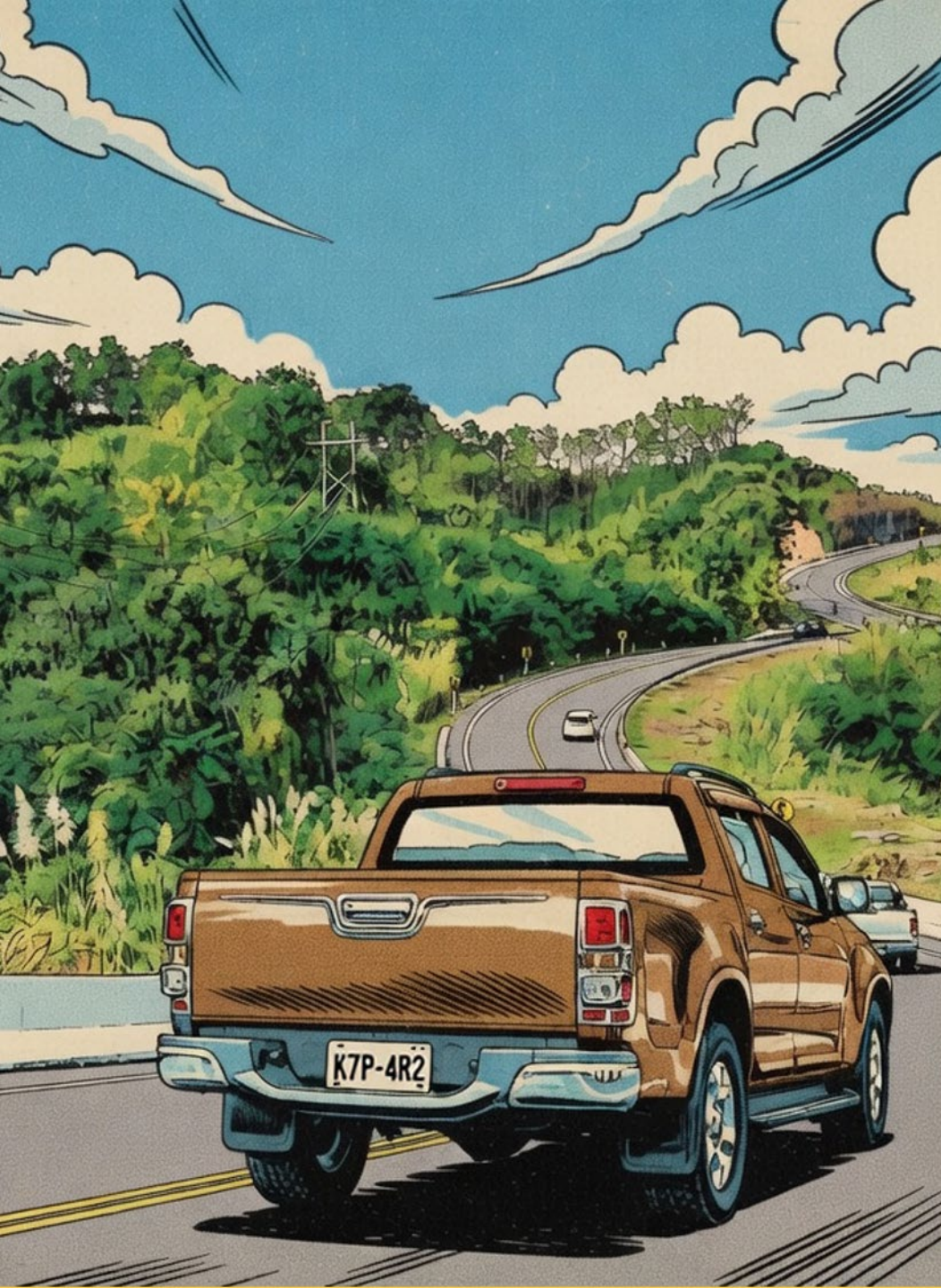
The Horizon2050 Long-Range Transportation Plan is nearing completion!

Since the kickoff in February of this year, GPATS Staff and HDR, Inc. have been hard at work gathering and evaluating the data. Visit <https://gpatshorizon2050.com/> for more information and resources on GPATS Horizon 2050 LRTP.

Please see the following attachments: The Draft Project Rankings by Investment Type, the Draft Fiscally Constrained Plan, and the Rankings and Fiscal Constraint that accompanies the LRTP Update presentation. Brennan Groel with HDR Inc. will be presenting on the progress made to date, and will be available for questions and discussion.

Coordination with SCDOT on the finalization of the LRTP is ongoing, and it is expected that staff will bring it forward for adoption in February 2027.

This item is being presented for Informational Purposes only. No action will be requested of the Policy Committee.



Project Prioritization & Fiscal Constraint

Horizon 2050 Long Range Transportation Plan | October 2026

Agenda

01 Welcome

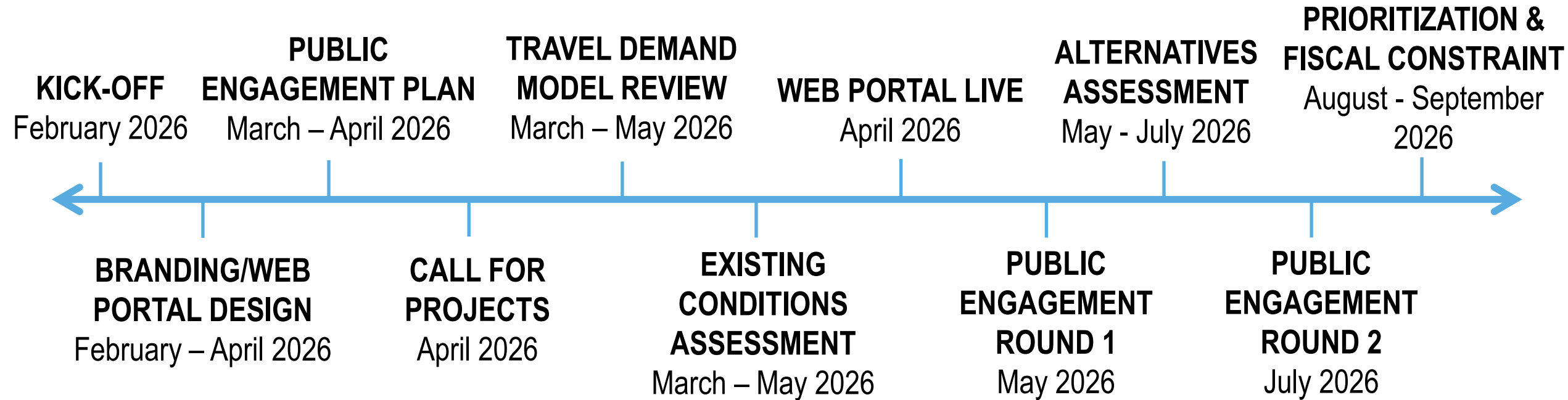
02 Progress to date

03 Prioritization Process

04 Fiscally Constrained Plan

05 Next Steps

Update Progress



SCORING



Points are awarded to projects based on the number of Guiding Statement and objectives that they meet.
Points are also awarded by the type of transportation project it is (bus, bike, pedestrian).

LOOKING FOR PROJECTS THAT...

GUIDING STATEMENTS



CULTURE AND ENVIRONMENT

- Create transportation connections that improve access for low-income populations.
- Plan and implement transportation infrastructure that fits within neighborhood and business district context.



GROWTH AND DEVELOPMENT

- Reduce fatal and serious crashes.



SAFETY AND SECURITY

- Support freight movement along primary freight corridors.



ECONOMIC VALUE

- Limit peak hour congestion through strategies that reflect corridor function and land use context.
- Improve the reliability of the multimodal transportation system so people and goods can reach key destinations predictably without prioritizing roadway expansion as the primary congestion solution.
- Promote projects listed in the Congestion Management Process (CMP) or Regional Mobility Program (RMP).
- Improve the safety, comfort, and connectivity of bicycle and pedestrian networks.
- Improve transit reliability and service frequency.



MOBILITY AND ACCESSIBILITY

- Maintain functionally classified pavement in Fair or Good condition.
- Use transportation system management and operations (TSMO) strategies and improvements to improve system efficiency and reliability.



SYSTEMS PRESERVATION AND EFFICIENCY

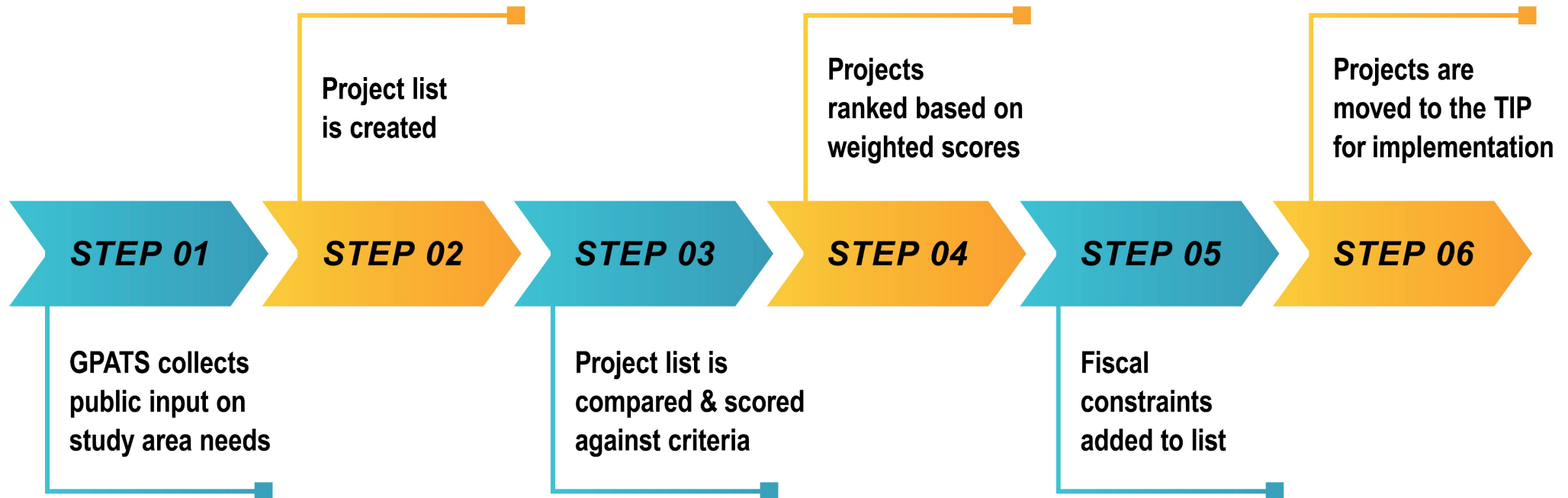
EMPHASIS: These are projects or corridors that the public report as important during public engagement meetings for 2050 LRP.

Prioritization Process

Prioritization Approach

- Performance-Based Approach to Project Prioritization

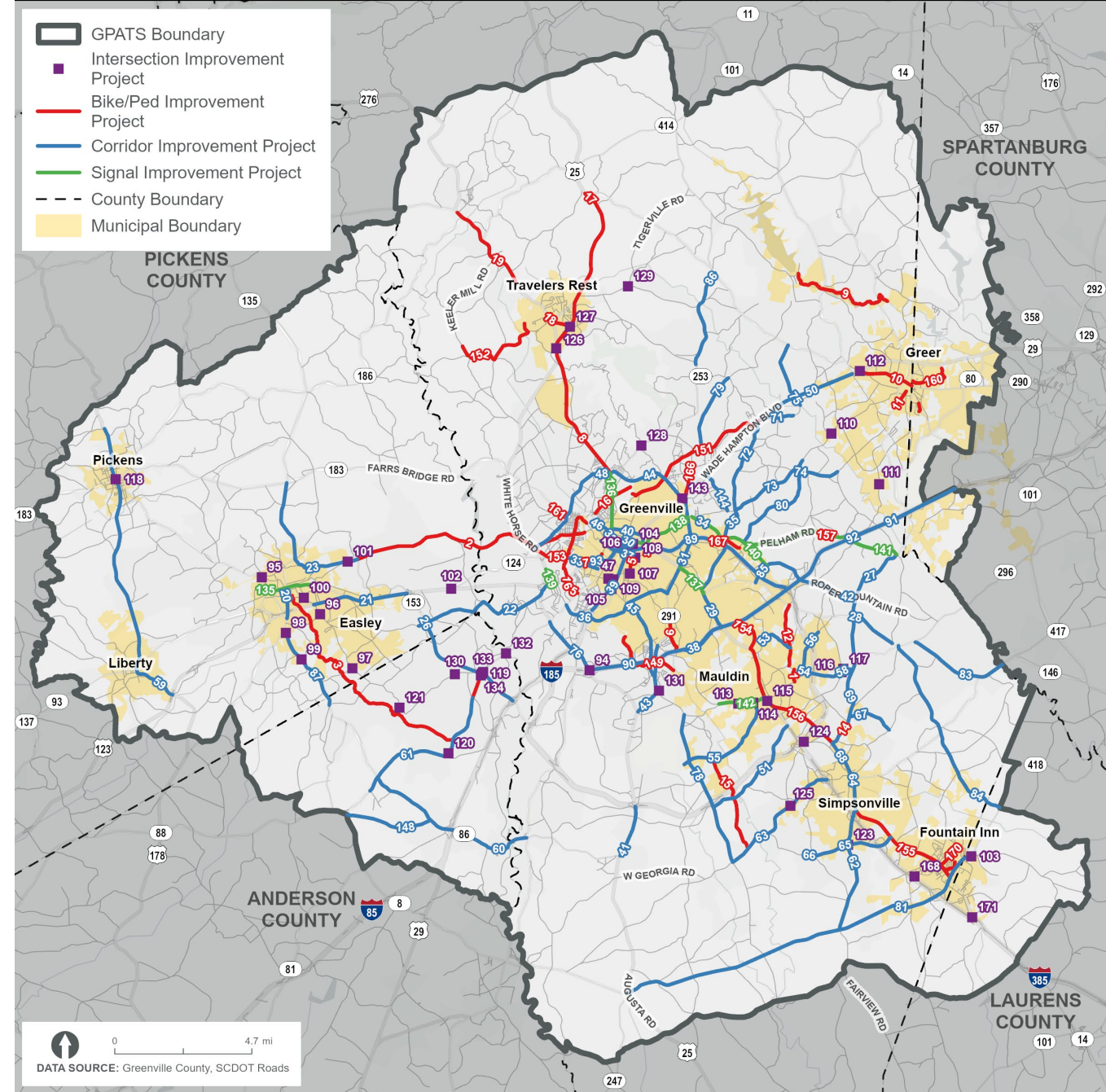
PROJECT SELECTION PROCESS



Project List

■ 150 Projects

- 67 Corridor projects
- 43 Intersection projects
- 8 Signal projects
- 32 Bike and pedestrian projects



Weights and PD 15

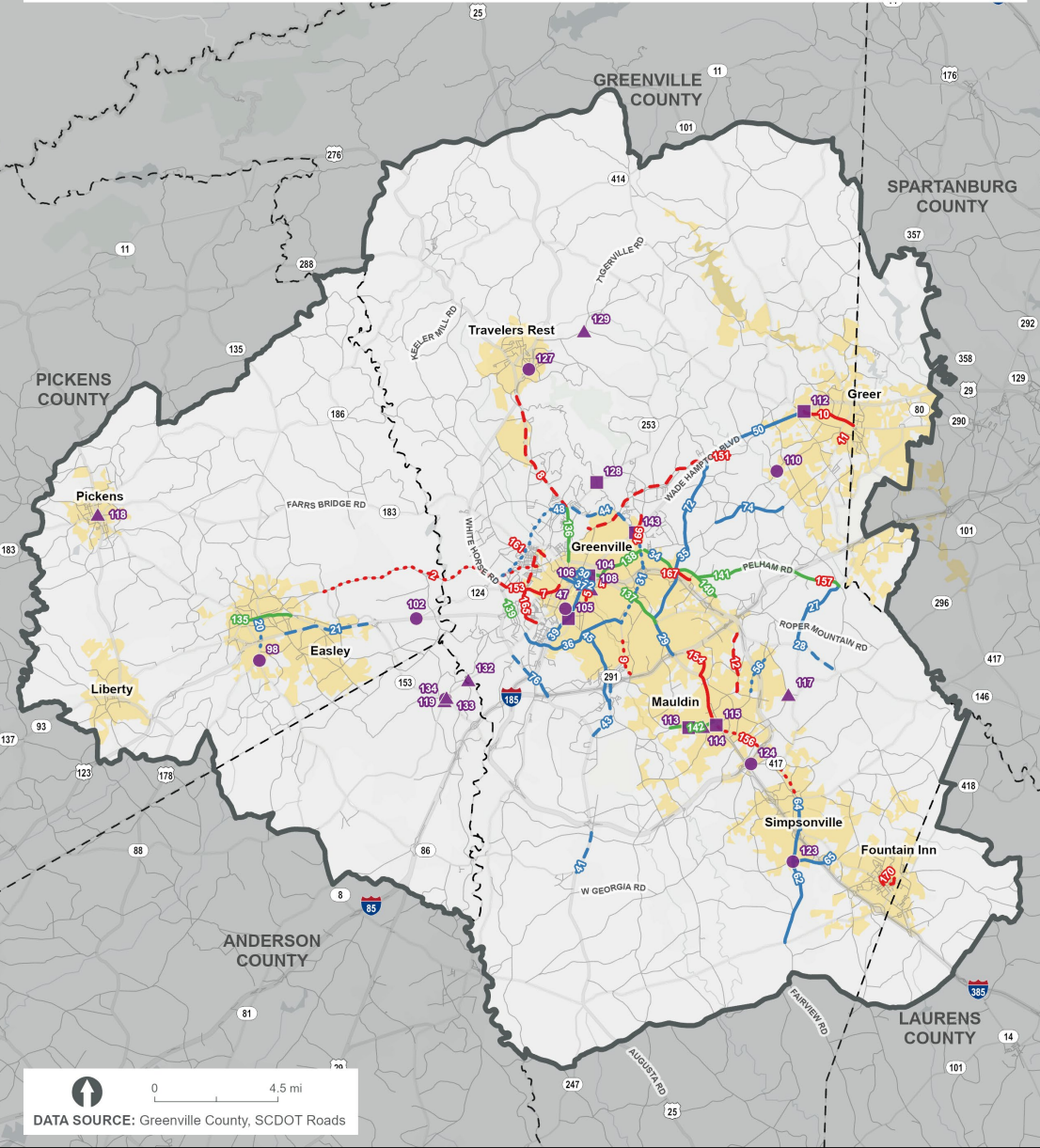
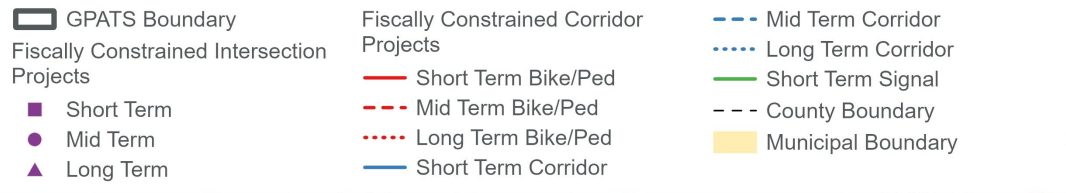
Guiding Statements	Measure	Weights (before and after SCDOT Feedback)							
		Bike/Ped		Corridor		Intersection		Signal	
		Before	After	Before	After	Before	After	Before	After
Culture & Environment	Poverty Measure	5%	7.5%	5%	2.5%	5%	2.5%	5%	2.5%
	Floodplain and Wetlands	0%	7.5%	0%	2.5%	0%	2.5%	0%	2.5%
Growth & Development	Impacts to Built Environment	15%	15%	15%	10%	15%	10%	15%	10%
Safety & Security	Safety Improvements	0%	17.5%	10%	12.5%	10%	12.5%	10%	12.5%
	Crashes	25%	17.5%	15%	12.5%	15%	12.5%	15%	12.5%
Economic Value	Truck Percentage	0%	0%	5%	10%	5%	10%	5%	10%
	Project Cost	10%	10%	10%	10%	10%	10%	10%	10%
Mobility & Accessibility	Level of Service	0%	0%	5%	6.5%	5%	6.5%	5%	6.5%
	Travel Reliability	0%	0%	5%	6.5%	5%	6.5%	5%	6.5%
	Bike/Ped Connections	25%	10%	5%	5%	5%	5%	5%	5%
	Bus Service	5%	10%	5%	5%	5%	5%	5%	5%
	CMP/RMP Project	5%	5%	5%	5%	5%	5%	5%	5%
Systems Preservation & Efficiency	Pavement Condition	5%	0%	5%	5%	5%	5%	5%	5%
	TSMO	0%	0%	5%	7%	5%	7%	5%	7%
Public Emphasis	Projects identified by the public of stakeholders	5%	0%	5%	0%	5%	0%	5%	0%

Prioritization Matrix

Guiding Statements	Measure	Performance Metric	Scoring
Culture & Environment	Poverty Measure	Project is located in low-income census tract.	5: Project improves access to area that meets threshold for low income. 0: Project does not improve access for low income area.
	Floodplain and Wetlands	Project impact on existing wetlands and floodplains.	5: Project Doesn't touch a floodplain or wetland. 0: Project Does touch a floodplain or wetland area.
Growth & Development	Impacts to Built Environment	Project compatibility with neighborhoods and business districts.	5: Street project enhances compatibility with neighborhoods through reduced speeds, less noise, or improved aesthetics (or other). 0: No data available because no one lives in the census block group.
Safety & Security	Safety Improvements	Project serves purpose of improving safety and/or has safety benefits.	5: Project purpose is safety 3: Project purpose is not primarily safety, but would provide safety benefits 0: Project provides no safety benefits.
	Crashes	Project is located in area of high crash density	5: High density crashes 3: Medium density crashes 0: Low density crashes
Economic Value	Truck Percentage	Project is in area with high percentage of trucks.	5: 100th-75th Percentile. 3: 75th-50th Percentile. 0: 50th-0 Percentile.
	Project Cost	Preliminary cost estimates for projects.	5: Less than or equal one year of Guideshare funding for a project's mode. 0: More than one year of Guideshare funding for a project's mode.
Mobility & Accessibility	Level of Service	Project is located in an area with high vehicle to capacity (V/C) ratio.	5: Existing V/C ratio is greater than 1.0. 4: Existing V/C ratio is between 0.8 and 1.0 V/C ratio. 3: No existing V/C over 0.8, but future V/C ratio is 1.0 or higher. 2: No existing V/C over 0.8, but future V/C ratio is between 0.8 and 1.0. 0: Existing and future V/C ratios less than 0.8.

Prioritization Matrix

Guiding Statements	Measure	Performance Metric	Scoring
Mobility & Accessibility	Travel Reliability	Project addresses reliability issues on the NHS	5: Existing LOTTR is greater than 1.5. 3: Existing LOTTR is between 1.25 and 1.5. 0: Existing LOTTR is less than 1.25.
	Bike/Ped Connections	Bicycle and pedestrian infrastructure included in project	5: Project includes new Bike / Ped infrastructure that closes a system gap 3: Project upgrades or enhances existing bike / ped assets OR is a new bike / ped asset that does not close a gap 0: Project includes no Bike / Ped elements
	Bus Service	Project impacts an existing bus route or high frequency route	5: Project improves transit service or amenities in a high frequency transit service corridor (headways of 30 minutes or less) 3: Project improves transit service in a transit corridor. 0: Project does not improve transit service.
	CMP/RMP Project	Project Identified in CMP or RMP	5: Project is identified in the CMP or RMP. 0: Project is not Identified in the CMP or RMP.
Systems Preservation & Efficiency	Pavement Condition	Measure of the quality of roadway asphalt.	5: Poor pavement condition (0-2.64). 3: Fair pavement condition (2.65-3.34). 0: Good pavement condition (3.35-5) / no data available because it's a nonexistent roadway.
	TSMO	Project improves system management capabilities	5: Project includes new TSMO assets 3: Project upgrades existing TSMO assets 0: Project includes no TSMO elements



Fiscally Constrained Plan

Roadway

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Short Term (2033 – 2036)	27	Hwy 14	Woodruff Rd to Batesville Rd	\$ 4,100,000	\$ 5,720,000
Short Term (2033 – 2036)	39	Mills Ave/Church St	Henrydale Ave to Academy St	\$ 3,000,000	\$ 4,190,000
Short Term (2033 – 2036)	32	Buncombe/North St and College St/Beattie	Butler Ave to Church St	\$ 652,500	\$ 910,000
Short Term (2033 – 2036)	35	Haywood Rd	Laurens Rd to North St	\$ 2,095,000	\$ 2,920,000
Short Term (2033 – 2036)	29	Laurens Rd/Main St	Woodruff Rd to Main St	\$ 2,162,500	\$ 3,020,000
Short Term (2033 – 2036)	64	Main St	Curtis St to Fairview Rd	\$ 2,000,000	\$ 2,790,000
Short Term (2033 – 2036)	62	Fairview Rd	Main St to Hwy 418	\$ 3,777,500	\$ 5,270,000
Short Term (2033 – 2036)	37	S-1077 Washington St	Trescott St to Pettigru S	\$ 1,085,000	\$ 1,510,000
Short Term (2033 – 2036)	36	Faris Rd/S. Washington Ave	Anderson Rd to Pleasantburg Dr	\$ 4,160,000	\$ 5,810,000
Short Term (2033 – 2036)	65	Harrison Bridge Rd	Fairview Rd to Main St	\$ 9,000,000	\$ 12,560,000
Short Term (2033 – 2036)	34	Pelham Rd	North St to Hudson Rd	\$ 1,560,000	\$ 2,180,000
Short Term (2033 – 2036)	72	Howell/Edwards Rd	E North Street to Wade Hampton Blvd	\$ 500,000	\$ 700,000
Short Term (2033 – 2036)	45	Augusta St/Rd	Faris Rd to Pleasantburg Dr	\$ 1,500,000	\$ 2,090,000
Short Term (2033 – 2036)	74	Brushy Creek Rd/Old Spartanburg	Cunningham Rd to Batesville Rd	\$ 1,360,000	\$ 1,900,000
Short Term (2033 – 2036)	50	Wade Hampton Blvd	Ried School Road to Buncombe Rd	\$ 3,102,500	\$ 4,330,000
Short Term (2033 – 2036)	30	Academy St	College St to North St	\$ 1,600,000	\$ 2,230,000

Roadway

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Mid Term (2037-2043)	41	Augusta Rd	Sandy Springs Rd to I-185	\$ 1,372,500	\$ 2,380,000
Mid Term (2037-2043)	43	Augusta Rd/ Pleasantburg Dr	White Horse Rd to Mauldin Rd	\$ 2,000,000	\$ 3,460,000
Mid Term (2037-2043)	44	Pleasantburg Dr/State Park Rd	Poinsett Hwy to Wade Hampton Blvd	\$ 500,000	\$ 870,000
Mid Term (2037-2043)	76	White Horse Rd	Anderson Rd to I-85	\$ 31,200,000	\$ 54,030,000
Mid Term (2037-2043)	28	Woodruff Rd	Hwy 14 to Batesville Rd	\$ 840,000	\$ 1,450,000
Mid Term (2037-2043)	21	Calhoun Memorial Hwy	Brushy Creek Rd to Hwy 153	\$ 25,000,000	\$ 43,290,000

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Long Term (2044-2050)	31	Pleasantburg Dr	Faris Rd to Wade Hampton Blvd	\$ 43,605,000	\$ 99,370,000
Long Term (2044-2050)	56	East Butler Road	Bridges Road to Woodruff Road	\$ 4,755,000	\$ 10,840,000
Long Term (2044-2050)	20	Pendleton St	Main St to 5th St/Walker Ellison Rd	\$ 795,000	\$ 1,810,000
Long Term (2044-2050)	48	W. Blue Ridge Dr	White Horse Rd to Poinsett Hwy.	\$ 10,550,000	\$ 24,040,000

Intersection

Period	Unique Identifier	Name	Project Extents	2026 Cost		YOE Cost	
Short Term (2033-2036)	143	Pleasantburg/WHB	Pleasantburg Road at Wade Hampton Boulevard	\$	3,000,000	\$	4,190,000
Short Term (2033-2036)	105	Augusta Street/Mills Avenue	Church Street	\$	3,000,000	\$	4,190,000
Short Term (2033-2036)	104	Academy St	Church Street	\$	3,000,000	\$	4,190,000
Short Term (2033-2036)	115	US 276 (N Main Street)	Owens Lane	\$	3,000,000	\$	4,190,000
Short Term (2033-2036)	112	Wade Hampton Blvd	W. Pointsett Street	\$	3,000,000	\$	4,190,000
Short Term (2033-2036)	128	SC 253 (State Park Road)	Altamont Road	\$	3,000,000	\$	4,190,000
Short Term (2033-2036)	113	W Butler Rd	Fowler Cir. At Laurel Meadows Parkway	\$	3,000,000	\$	4,190,000

Period	Unique Identifier	Name	Project Extents	2026 Cost		YOE Cost	
Mid Term (2037-2043)	47	Dunbar	at Augusta Street	\$	6,000,000	\$	10,390,000
Mid Term (2037-2043)	119	SC 81(Anderson Road)	SC 153	\$	3,000,000	\$	5,200,000
Mid Term (2037-2043)	102	US 123 at Highway 124	US 123 at Highway 124	\$	6,000,000	\$	10,390,000
Mid Term (2037-2043)	127	US 25	State Park Road	\$	3,000,000	\$	5,200,000
Mid Term (2037-2043)	110	Brushy Creek Rd	Alexander Road	\$	3,000,000	\$	5,200,000
Mid Term (2037-2043)	98	SC HWY 8	West End School	\$	3,000,000	\$	5,200,000
Mid Term (2037-2043)	124	I-385	Old Stage Road	\$	3,000,000	\$	5,200,000
Mid Term (2037-2043)	123	Harrison Bridge Road	Fairview Road	\$	3,000,000	\$	5,200,000

Intersection

Period	Unique Identifier		Name	Project Extents	2026 Cost		YOE Cost
Long Term (2044-2050)	118	SC 178	SC 183		\$ 6,000,000	\$	13,670,000
Long Term (2044-2050)	108	Washington Street	McBee Avenue		\$ 3,000,000	\$	6,840,000
Long Term (2044-2050)	132	SC 81 at Dunham Bridge Road	Dunham Bridge Road		\$ 3,000,000	\$	6,840,000
Long Term (2044-2050)	114	Butler Road	Ashmore Bridge Road		\$ 3,000,000	\$	6,840,000
Long Term (2044-2050)	106	Church Street	E Coffee		\$ 3,000,000	\$	6,840,000
Long Term (2044-2050)	117	Bethel Road	Tanner Road		\$ 3,000,000	\$	6,840,000
Long Term (2044-2050)	129	Tigerville Road	Jackson Grove Road		\$ 3,000,000	\$	6,840,000
Long Term (2044-2050)	133	SC 81 at McNeely Road	McNeely Road		\$ 3,000,000	\$	6,840,000
Long Term (2044-2050)	134	SC 81 at Cely Lane	Cely Lane		\$ 3,000,000	\$	6,840,000

Bike and Pedestrian

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Short Term (2033-2036)	166	Pine Knoll Rd	Wade Hampton and Waddel Rd	\$ 250,000	\$ 350,000
Short Term (2033-2036)	10	Poinsett Street	US 29 to N Line Street	\$ 970,000	\$ 1,350,000
Short Term (2033-2036)	167	Orchard Park	Haywood to Patewood	\$ 280,000	\$ 390,000
Short Term (2033-2036)	4	Greenline Connection off South Side of Laurens Road	at Swamp Rabbit Trail	\$ 52,500	\$ 70,000
Short Term (2033-2036)	154	Greenline SUP	CU-ICAR- Downtown Mauldin	\$ 2,340,000	\$ 3,270,000
Short Term (2033-2036)	5	McDaniel Avenue Trail	McBee Avenue to Ridgeland Drive	\$ 517,500	\$ 720,000
Short Term (2033-2036)	165	Textile Cresent	Extend current TAP project from Easley Bridge Rd to Anderson Rd.	\$ 1,260,000	\$ 1,760,000
Short Term (2033-2036)	7	Unity Park Connector	Unity Park to Village of West Greenville	\$ 1,080,000	\$ 1,510,000
Short Term (2033-2036)	161	Moreview Greenway	Connect Blue Ridge Drive to East Marion with path along Moreview St.	\$ 247,500	\$ 350,000

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Mid Term (2037-2043)	8	US 276 (Poinsett Highway)	Rutherford Road and US 25	\$ 3,130,000	\$ 5,420,000
Mid Term (2037-2043)	157	Rocky Creek SUP	Pelham Rd @ Beacon to Hwy 14	\$ 1,822,500	\$ 3,160,000
Mid Term (2037-2043)	153	Orange line SUP	Greenline to Whitehorse RD corridor	\$ 2,152,500	\$ 3,730,000
Mid Term (2037-2043)	12	Miller Road	Bridges Road to Woodruff Road	\$ 1,085,000	\$ 1,880,000
Mid Term (2037-2043)	151	Orange line SUP	Greenlink to Taylors	\$ 4,755,000	\$ 8,230,000
Mid Term (2037-2043)	170	Hellams or Duckett to Downtown	SRT extension	\$ 907,500	\$ 1,570,000
Mid Term (2037-2043)	11	Pelham Street	Mayfield Street to S Main Street	\$ 500,000	\$ 870,000

Bike and Pedestrian

Period	Unique Identifier	Name		Project Extents	2026 Cost	YOE Cost
Long Term (2044-2050)	156	Mauldin to Simpsonville Swamp Rabbit Trail Extension	Downtown Mauldin to Simpsonville		\$ 3,285,000	\$ 7,490,000
Long Term (2044-2050)	6	SRT Blue Line Gap	Cleveland St. to Parkins Mill		\$ 1,080,000	\$ 2,460,000
Long Term (2044-2050)	2	Doodle Trail Extension	Easley to Greenville		\$ 6,547,500	\$ 14,920,000

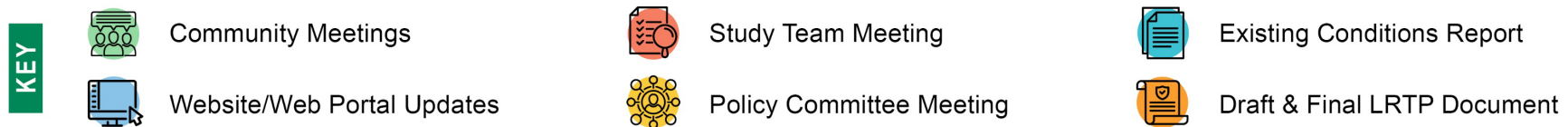
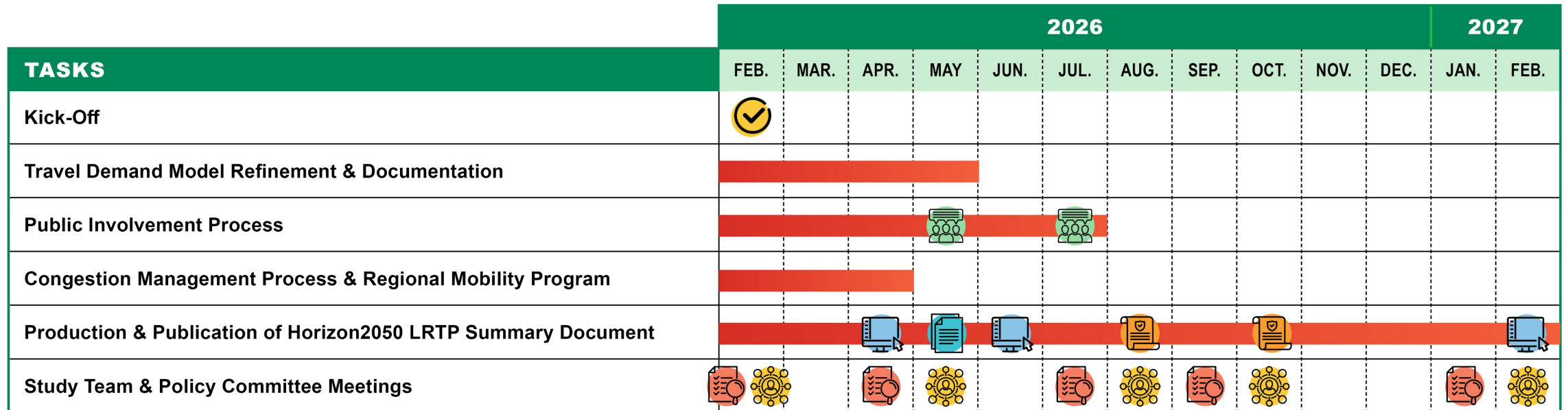
Signal

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Short Term (2033-2036)	137	Laurens Rd/Main St	Pleasantburg Dr to Woodruff Rd	\$ 500,000	\$ 700,000
Short Term (2033-2036)	136	Poinsett Hwy	Stone Ave to Pleasantburg Dr	\$ 500,000	\$ 700,000
Short Term (2033-2036)	139	Washington Ave	White Horse Rd to Easley Bridge Rd	\$ 500,000	\$ 700,000
Short Term (2033-2036)	138	Park Ave/North St	Church St to Pleasantburg Dr	\$ 500,000	\$ 700,000
Short Term (2033-2036)	141	Pelham Road	E North Street to Batesville Road	\$ 500,000	\$ 700,000
Short Term (2033-2036)	142	W Butler Rd	Main St to Conestee Rd	\$ 500,000	\$ 700,000
Short Term (2033-2036)	135	Main St	Liberty Dr to Dennis Dr	\$ 500,000	\$ 700,000
Short Term (2033-2036)	140	Roper Mountain Rd Ext.	Pelham Rd to Roper Mountain Rd	\$ 500,000	\$ 700,000



Next Steps

Project Timeline



Share Your Feedback

The comment map and contact form will be available on the web portal throughout the study.



THANK YOU

Project Information							Cost	Scores by Goal							Overall Score
Unique Identifier	Name	Termini	Investment Category	County	City	Source	Total Cost	Safety and Security	Systems Preservation and Efficiency	Mobility and Accessibility	Economic Value	Culture and Environment	Growth and Development	Emphasis	GOAL PROJECT SCORE
27	Hwy 14	Woodruff Rd to Batesville Rd	Corridor	Greenville	Five Forks	CMP	\$ 4,100,000	18	12	23	16	1	10		82
39	Millie Church St	Henrievale Ave to Academy St	Corridor	Greenville	Greenville	CMP	\$ 3,000,000	20	10	20	18	3	10		80
32	Buncombe/North St and College St/Beattie	Butler Ave to Church St	Corridor	Greenville	Greenville	CMP	\$ 652,500	20	12	20	16	1	10		79
35	Haywood Rd	Laurens Rd to North St	Corridor	Greenville	Greenville	CMP	\$ 2,095,000	20	12	20	16	0	10		78
29	Laurens Rd/Main St	Woodruff Rd to Main St	Corridor	Greenville	Greenville	CMP	\$ 2,162,500	20	12	18	16	1	10		77
64	Main St	Curtis St to Fairview Rd	Corridor	Greenville	Simpsonville	CMP	\$ 2,000,000	20	12	18	16	1	10		77
62	Fairview Rd	Main St to Hwy 418	Corridor	Greenville	Simpsonville	CMP	\$ 1,772,500	20	12	13	16	1	10		73
37	S-1077 Washington St	Truscott St to Pettigru S	Corridor	Greenville	Greenville	CMP	\$ 1,085,000	20	12	13	18	3	10		75
36	Farris Rd/S. Washington Ave	Anderson Rd to Pleasantburg Dr	Corridor	Greenville	Greenville	CMP	\$ 4,160,000	20	10	19	14	3	10		75
65	Harrison Bridge Rd	Fairview Rd to Main St	Corridor	Greenville	Simpsonville	CMP	\$ 9,000,000	20	12	18	14	1	10		75
34	Pelham Rd	North St to Hudson Rd	Corridor	Greenville	Greenville	CMP	\$ 1,560,000	20	12	15	16	1	10		74
72	Howell/Edwards Rd	E North Street to Wade Hampton Blvd	Corridor	Greenville	Taylors	CMP	\$ 500,000	20	12	18	14	0	10		74
45	Augusta St/Rd	Farris Rd to Pleasantburg Dr	Corridor	Greenville	Greenville	CMP	\$ 1,500,000	20	12	13	16	1	10		73
74	Brushy Creek Rd/Old Spartanburg	Cunningham Rd to Batesville Rd	Corridor	Greenville	Taylors	CMP	\$ 1,360,000	20	12	13	16	1	10		73
50	Wade Hampton Blvd	Reid School Road to Buncombe Rd	Corridor	Greenville	Greer	CMP	\$ 3,102,500	20	9	14	18	1	10		73
30	Academy St	College St to North St	Corridor	Greenville	Greenville	CMP	\$ 1,600,000	20	12	13	16	1	10		72
41	Augusta Rd	Sandy Springs Rd to I-385	Corridor	Greenville	Greenville	CMP	\$ 1,372,500	18	7	17	18	1	10		71
44	Pleasantburg Dr/State Park Rd	Pointsett Hwy to Wade Hampton Blvd	Corridor	Greenville	Greenville	CMP	\$ 500,000	20	12	18	18	1	10		71
43	Augusta Rd/ Pleasantburg Dr	White Horse Rd to Mauldin Rd	Corridor	Greenville	Greenville	CMP	\$ 2,000,000	20	12	20	16	1	10		71
76	White Horse Rd	Anderson Rd to I-85	Corridor	Greenville	0	CMP	\$ 31,200,000	20	12	18	8	3	10		70
28	Woodruff Rd	Hwy 14 to Batesville Rd	Corridor	Greenville	Five Forks	CMP	\$ 840,000	20	12	11	16	1	10		70
90	I-85	US 25 to Roper Mountain Rd	Corridor	Greenville	Greenville	CMP	\$ 245,100,000	20	10	18	10	1	10		69
31	Pleasantburg Dr	Farris Rd to Wade Hampton Blvd	Corridor	Greenville	Greenville	CMP	\$ 43,605,000	20	12	20	16	1	10		69
21	Calhoun Memorial Hwy	Brushy Creek Rd to Hwy 153	Corridor	Pickens	Easley	CMP	\$ 25,000,000	20	12	15	10	0	10		67
56	East Butler Road	Bridges Road to Woodruff Road	Corridor	Greenville	Mauldin	Needs Assessment	\$ 4,755,000	20	5	15	16	1	10		67
40	Stone Ave	Rutherford St to North St/I-385	Corridor	Greenville	Greenville	CMP	\$ 50,715,000	20	10	20	8	1	10		67
20	Pendleton St	Main St to 5th St/Walker Ellison Rd	Corridor	Pickens	Easley	CMP	\$ 795,000	18	12	8	16	3	10		66
48	W. Blue Ridge Dr	White Horse Rd to Pointsett Hwy.	Corridor	Greenville	Greenville	Staff	\$ 10,550,000	25	5	8	16	1	10		66
73	North St/Old Spartanburg Rd/ Brushy Creek Rd	Howell Rd to Taylors Rd	Corridor	Greenville	Taylors	CMP	\$ 3,750,000	20	12	8	14	1	10		65
54	Bridges Road	E Butler Road to Holland Road	Corridor	Greenville	Mauldin	Interactive Comment Map	\$ 7,455,000	23	5	9	14	1	10		62
46	Pete Hollis Boulevard/Buncombe Street	Briggs Avenue to College Street	Corridor	Greenville	Greenville	Greenville DTMP	\$ 740,000	13	5	15	16	3	10		61
78	Fork Shoals Rd	Conestee Rd to W. Georgia Rd	Corridor	Greenville	0	Staff	\$ 12,400,000	18	5	12	16	0	10		61
93	US 123 (Academy Street)	Pendleton Street and Washington Avenue	Corridor	Greenville	Greenville	Local Plans	\$ 6,537,500	13	5	13	18	1	10		60
55	Ashmore Bridge Road	Fork Shoals to W Butler Road	Corridor	Greenville	Mauldin	Needs Assessment	\$ 43,110,000	23	5	12	10	0	10		60
63	Georgia Rd	Fork Shoals Rd to I-385	Corridor	Greenville	Simpsonville	CMP	\$ 46,800,000	18	13	13	1	1	10		59
58	Bridges Road	I-385 to Hwy 14	Corridor	Greenville	Mauldin	Stakeholder Feedback	\$ 3,500,000	23	5	7	14	0	10		59
26	Hwy 153	Old Easley Bridge Rd to I-85	Corridor	Anderson and Pickens	Easley and Powdersville	CMP	\$ 56,530,000	20	10	9	8	1	10		58
68	SC HWY 14	E Curtis Street to Harts Lane	Corridor	Greenville	Simpsonville	Needs Assessment	\$ 6,337,500	13	5	13	16	1	10		58
71	Main St	Wade Hampton Blvd to Taylors Rd	Corridor	Greenville	Taylors	CMP	\$ 28,250,000	18	12	11	8	1	10		58
42	Roper Mountain Rd	Woodruff Rd to Hwy 14	Corridor	Greenville	Greenville	CMP	\$ 4,000,000	20	9	12	14	0	10		57
66	Harrison Bridge Road	Neely Ferry Road to Fairview Road	Corridor	Greenville	Simpsonville	Needs Assessment	\$ 5,600,000	18	3	15	14	1	10		56
53	Hamby Drive	Forrester Drive to Miller Road	Corridor	Greenville	Mauldin	Interactive Comment Map	\$ 12,075,000	20	5	5	14	1	10		56
83	Woodruff Rd	S. Bennetts Bridge Rd to Enoree River	Corridor	Greenville	0	Staff	\$ 12,000,000	10	5	9	18	1	10		53
33	Pendleton St	Lois Ave to Main St	Corridor	Greenville	Greenville	CMP	\$ 500,000	20	9	6	14	1	2		53
89	I-385	East North Street to I-85 Alternative	Corridor	Greenville	Greenville	CMP	\$ 80,000,000	18	3	17	8	1	10		53
144	Richburg Rd	Wine to E. North St	Corridor	Greenville	Greenville	Stakeholder Feedback	\$ 760,000	18	5	2	14	1	10		51
92	I-85	Roper Mountain Rd to S-12	Corridor	Greenville	0	CMP	\$ 134,700,000	13	0	0	18	0	10		51
79	Stallings Rd	Rutherford Rd. to Reid School Rd	Corridor	Greenville	0	Staff	\$ 7,987,500	10	0	12	16	3	10		50
51	Log Shoals Road	US 276 to Fork Shoals Road	Corridor	Greenville	Mauldin	Interactive Comment Map	\$ 10,637,500	23	5	3	16	1	2		50
69	Hwy 14	Woodruff Rd to NE Main St. (Simpsonville)	Corridor	Greenville	Simpsonville	Staff	\$ 11,450,000	10	5	15	16	0	2		49
61	SC 81	Piedmont Road to Wren School Road	Corridor	Anderson	Powdersville	SC 81 Corridor Study	\$ 14,575,000	10	5	8	16	0	10		47
87	SC 8	St. Paul Rd to Anderson Hwy (SC-135)	Corridor	Pickens	0	Staff	\$ 12,000,000	10	5	6	14	1	10		46
85	Roper Mountain Rd	Roper Mtn Ext. to Woodruff Rd	Corridor	Greenville	0	Staff	\$ 5,400,000	13	5	8	14	1	10		46
94	I-185	White Horse Road (US 25)	Corridor	Greenville	Greenville	Interactive Comment Map	\$ 40,000,000	13	3	8	10	3	10		46
22	Old Easley Bridge Road	SC 153 to US 123	Corridor	Pickens	Easley	Needs Assessment	\$ 64,772,500	10	5	10	8	3	10		46
38	Dairy Dr	Ridge Rd to Confluence Outdoors	Corridor	Greenville	Greenville	CMP	\$ 11,655,000	10	0	17	20	1	2		45
23	SC-153 Phase 3	Phase 2 to SC-183	Corridor	Pickens	Easley	Staff	\$ 11,937,500	16	3	1	14	3	10		45
75	St. Mark Rd	E. Main (Taylors) to Locust Hill Rd	Corridor	Greenville	Taylors	Staff	\$ 9,000,000	10	5	3	14	1	10		44
67	Harts Lane	Highway 14 to Jonesville Road	Corridor	Greenville	Simpsonville	Needs Assessment	\$ 6,037,500	8	0	10	14	0	10		42
91	I-85	Pelham Rd to Brockman McClimon Rd	Corridor	Greenville	Greer	CMP	\$ 15,000,000	13	0	13	4	1	10		41
80	Hudson Rd	Pelham to Brushy Creek	Corridor	Greenville	0	Staff	\$ 18,000,000	10	3	13	8	0	10		41
80	SC-86	SC-81 to SC-20	Corridor	Anderson/Greenville	Piedmont	Staff	\$ 12,000,000	10	5	3	18	1	10		40
81	SC-418	Saluda River to Durbin Rd	Corridor	Greenville	0	Staff	\$ 27,000,000	10	5	3	10	1	10		40
86	SC-253 (E. Mtn. Ck./Sandy Flat Rds)	State Park Rd to Locust Hill Rd	Corridor	Greenville	0	Staff	\$ 18,000,000	10	5	3	16	1	10		36
84	Scuffletown Rd	Woodruff Rd to SC-418	Corridor	Greenville	0	Staff	\$ 18,000,000	10	3	6	8	0	10		35
59	US 178	Pickens to Liberty	Corridor	Pickens	Pickens and Liberty	Stakeholder Feedback	\$ 18,000,000	10	5	3	8	3	2		29
148	Major Road From Hwy 86 to Hwy 81 *Changes name to moore road	From Hwy 86 to Hwy 81	Corridor	Anderson	Piedmont	Stakeholder Feedback	\$ 35,867,500	8	0	1	8	0	10		29

Removed per SCDOT Feedback

Project Information							Cost	Scores by Goal							Overall Score
Unique Identifier	Name	Termini	Investment Category	County	City	Source	Total Cost	Safety and Security	Systems Preservation and Efficiency	Mobility and Accessibility	Economic Value	Culture and Environment	Growth and Development	Emphasis	GOAL PROJECT SCORE
143	Pleasantburg/Whit	Pleasantburg Road at Wade Hampton Boulevard	Intersection	Greenville	Greenville	Stakeholder Feedback	\$ 3,000,000	18	5	20	18	3	10		78
105	Augusta Street/Mills Avenue	Church Street	Intersection	Greenville	Greenville	Greenville DTMP	\$ 3,000,000	13	3	20	18	1	10		65
104	Academy St	Church Street	Intersection	Greenville	Greenville	Greenville DTMP	\$ 3,000,000	10	5	15	18	1	10		59
115	US 276 (N Main Street)	Owens Lane	Intersection	Greenville	Mauldin	Interactive Comment Map	\$ 3,000,000	15	5	13	14	1	10		58
112	Wade Hampton Blvd	W. Pointsett Street	Intersection	Greenville	Greener	Interactive Comment Map	\$ 3,000,000	13	5	10	18	1	10		57
128	SC 253 (State Park Road)	Altamont Road	Intersection	Greenville	Travelers Rest	Local Plans	\$ 3,000,000	18	5	6	16	3	10		57
113	W Butler Rd	Fowler Cr. At Laurel Meadows Parkway	Intersection	Greenville	Mauldin	Interactive Comment Map	\$ 3,000,000	18	1	8	14	1	10		56
47	Dunbar	at Augusta Street	Intersection	Greenville	Greenville	Haynie-Sirrine Neighborhood Plan	\$ 6,000,000	15	3	8	18	1	10		56
119	SC 81(Anderson Road)	SC 153	Intersection	Anderson	Powdersville	Interactive Comment Map	\$ 3,000,000	15	5	6	18	1	10		55
102	US 123 at Highway 124	US 123 at Highway 124	Intersection	Pickens	Easley	Stakeholder Feedback	\$ 6,000,000	15	5	5	18	1	10		55
127	US 25	State Park Road	Intersection	Greenville	Travelers Rest	Interactive Comment Map	\$ 3,000,000	15	0	10	18	1	10		54
120	Brushy Creek Rd	Alexander Road	Intersection	Greenville	Greer	Interactive Comment Map	\$ 3,000,000	18	0	13	16	1	10		54
98	SC HWY 8	West End School	Intersection	Pickens	Easley	Need Assessment	\$ 3,000,000	15	5	6	16	1	10		53
124	I-385	Old Stage Road	Intersection	Greenville	Simpsonville	Interactive Comment Map	\$ 3,000,000	18	5	1	18	1	10		53
123	Harrison Bridge Road	Fairview Road	Intersection	Greenville	Simpsonville	Interactive Comment Map	\$ 3,000,000	13	3	10	16	1	10		53
118	SC 178	SC 183	Intersection	Pickens	Pickens	Needs Assessment	\$ 6,000,000	15	3	3	18	3	10		52
108	Washington Street	McBee Avenue	Intersection	Greenville	Greenville	Greenville DTMP	\$ 3,000,000	13	5	6	16	1	10		51
132	SC 81 at Durham Bridge Road	Durham Bridge Road	Intersection	Anderson		0 Local Plans	\$ 3,000,000	15	5	4	14	3	10		51
114	Butler Road	Ashmore Bridge Road	Intersection	Greenville	Mauldin	Interactive Comment Map	\$ 3,000,000	10	5	10	14	1	10		50
106	Church Street	E Coffee	Intersection	Greenville	Greenville	Greenville DTMP	\$ 3,000,000	13	0	7	18	1	10		49
117	Bethel Road	Tanner Road	Intersection	Greenville	Mauldin	Interactive Comment Map	\$ 3,000,000	15	5	1	16	1	10		49
129	Tigerville Road	Jackson Grove Road	Intersection	Greenville	Travelers Rest	Local Plans	\$ 3,000,000	15	5	1	16	1	10		49
133	SC 81 at McNeely Road	McNeely Road	Intersection	Anderson		0 Local Plans	\$ 3,000,000	15	5	3	14	1	10		49
114	SC 81 at City Lane	City Lane	Intersection	Anderson		0 Local Plans	\$ 3,000,000	15	5	3	14	1	10		49
125	West Georgia Road	East Standing Springs Road	Intersection	Greenville	Simpsonville	Local Plans	\$ 3,000,000	15	0	6	16	1	10		48
111	Dillard Road	Gibbs Shoals Road	Intersection	Greenville	Greer	Interactive Comment Map	\$ 3,000,000	15	5	1	14	1	10		47
131	Augusta	Old Agusta and Fork Shoals	Intersection	Greenville		0 Staff	\$ 6,000,000	0	5	16	14	1	10		46
96	Brushy Creek Road	Peason Road	Intersection	Pickens	Easley	Need Assessment	\$ 3,000,000	13	3	3	16	1	10		46
97	Brushy Creek Road	Sheriff Mill Road	Intersection	Pickens	Easley	Need Assessment	\$ 3,000,000	13	5	1	16	1	10		46
171	Exit 22 I-385	Exit 22	Intersection	Laurens	Fountain Inn	Stakeholder Feedback	\$ 3,000,000	8	3	8	16	1	10		46
126	US 25	Edwards Street	Intersection	Greenville	Travelers Rest	Interactive Comment Map	\$ 3,000,000	15	0	3	16	1	10		46
168	Exit 24 I-385	Exit 24	Intersection	Greenville	Fountain Inn	Stakeholder Feedback	\$ 3,000,000	10	5	3	16	1	10		46
124	Old Mill Road	Three Bridges Road/Brushy Creek Road	Intersection	Anderson	Powdersville	Stakeholder Feedback	\$ 6,000,000	15	5	1	12	1	10		45
116	Bethel Road	Bridges Road	Intersection	Greenville	Mauldin	Interactive Comment Map	\$ 3,000,000	15	0	1	16	1	10		44
95	Fleetwood Drive	Wilbur Street	Intersection	Pickens	Easley	Interactive Comment Map	\$ 3,000,000	13	1	3	10	3	10		44
103	SC 418/Cullivan Street	Durbin Road	Intersection	Greenville and Laurens	Fountain Inn	Stakeholder Feedback	\$ 6,000,000	13	0	3	16	1	10		43
100	SC HWY 9	at E 3rd Avenue and S C Street	Intersection	Pickens	Easley	Need Assessment	\$ 3,000,000	13	3	3	12	1	10		42
99	SC HWY 8	Pope Field	Intersection	Pickens	Easley	Need Assessment	\$ 3,000,000	15	0	1	14	1	10		42
107	McDaniel Avenue	Woodland Way and University Ridge	Intersection	Greenville	Greenville	Greenville DTMP	\$ 3,000,000	15	0	3	12	1	10		42
101	Saluda Dam Road	Olive Street/Pace Valley Road	Intersection	Pickens	Easley	Need Assessment	\$ 3,000,000	18	5	1	10	1	10		40
109	Haynie Street	Hewn Street	Intersection	Greenville	Greenville	Haynie-Sirrine Neighborhood Plan	\$ 6,000,000	15	0	3	10	1	10		40
120	SC 81 at Old Williamston Road	SC 81 at Old Williamston Road	Intersection	Anderson	Powdersville	Stakeholder Feedback	\$ 9,000,000	18	0	1	16	1	10		36
130	Powdersville Rd	at Three Bridges Rd.	Intersection	Anderson		0 Staff	\$ 6,000,000	13	0	1	10	1	10		35

Removed per SCDOT Feedback

Project Information							Cost	Scores by Goal								Overall Score
Unique Identifier	Name	Termini	Investment Category	County	City	Source	Total Cost	Safety and Security	Systems Preservation and Efficiency	Mobility and Accessibility	Economic Value	Culture and Environment	Growth and Development	Emphasis	GOAL PROJECT SCORE	
166	Pine Knoll Rd	Wade Hampton and Waddell Rd	Bike/Ped	Greenville	Greenville	Stakeholder Feedback	\$ 250,000	35	0	16	10	4	15		80	
10	Poinsett Street	US 29 to N Line Street	Bike/Ped	Greenville	Greer	Local Plans	\$ 970,000	35	0	11	10	8	15		79	
167	Orchard Park	Haywood to Patewood	Bike/Ped	Greenville	Greenville		\$ 280,000	35	0	16	10	0	15		76	
4	Greenline Connection off South Side of Laurens Road	at Swamp Rabbit Trail	Bike/Ped	Greenville	Greenville	Greenville DTMP	\$ 52,500	35	0	10	10	4	15		74	
154	Greenline SUP	CU-ICAR- Downtown Mauldin	Bike/Ped	Greenville	Mauldin	Stakeholder Feedback	\$ 2,340,000	28	0	20	10	0	15		73	
5	McDaniel Avenue Trail	McBee Avenue to Ridgeland Drive	Bike/Ped	Greenville	Greenville	Greenville DTMP	\$ 517,500	28	0	16	10	4	15		73	
165	Textile Crescent	Extend current TAP project from Easley Bridge Rd to Anderson Rd.	Bike/Ped	Greenville	West Greenville	Stakeholder Feedback	\$ 1,260,000	28	0	16	10	4	15		73	
7	Unity Park Connector	Unity Park to Village of West Greenville	Bike/Ped	Greenville	Greenville	Stakeholder Feedback	\$ 1,080,000	35	0	12	10	0	15		72	
161	Moreview Greenway	Connect Blue Ridge Drive to East Marion with path along Moreview St.	Bike/Ped	Greenville	Unsure	Stakeholder Feedback	\$ 247,500	28	0	10	10	8	15		71	
8	US 276 (Poinsett Highway)	Rutherford Road and US 25	Bike/Ped	Greenville	Greenville	Local Plans	\$ 3,130,000	35	0	16	0	4	15		70	
157	Rocky Creek SUP	Pelham Rd @ Beacon to Hwy 14	Bike/Ped	Greenville	Greer	Stakeholder Feedback	\$ 1,822,500	35	0	6	10	4	15		70	
153	Orange line SUP	Greenline to Whitehorse RD corridor	Bike/Ped	Greenville	Greenville	Stakeholder Feedback	\$ 2,152,500	28	0	12	10	4	15		69	
12	Miller Road	Bridges Road to Woodhuff Road	Bike/Ped	Greenville	Mauldin	Interactive Comment Map	\$ 1,085,000	28	0	10	10	4	15		67	
170	Hellams or Duckett to Downtown	SRT extension	Bike/Ped	Greenville	Fountain Inn	Stakeholder Feedback	\$ 907,500	28	0	10	10	4	15		67	
151	Orange line SUP	Greenlink to Taylors	Bike/Ped	Greenville	Taylors	Stakeholder Feedback	\$ 4,755,000	28	0	20	0	4	15		67	
11	Pelham Street	Mayfield Street to S Main Street	Bike/Ped	Greenville	Greer	Local Plans	\$ 500,000	28	0	6	10	8	15		67	
156	Mauldin to Simpsonville Swamp Rabbit Trail Extension	Downtown Mauldin to Simpsonville	Bike/Ped	Greenville	Simpsonville	Stakeholder Feedback	\$ 3,285,000	35	0	16	0	0	15		66	
6	SRT Blue Line Gap	Cleveland St. to Parkins Mill	Bike/Ped	Greenville	Greenville	Staff	\$ 1,080,000	28	0	10	10	4	15		63	
2	Doodle Trail Extension	Easley to Greenville	Bike/Ped	Pickens and Greenville	Easley and Greenville	Stakeholder Feedback	\$ 6,547,500	28	0	16	0	4	15		63	
14	Swamp Rabbit Trail Extension	Bridgeway Station to Simpsonville	Bike/Ped	Greenville	Mauldin and Simpsonville	Stakeholder Feedback	\$ 4,432,500	28	0	16	0	0	15		59	
155	Greenline SUP	Downtown Simpsonville to Dt Fi	Bike/Ped	Greenville	Fountain Inn	Stakeholder Feedback	\$ 3,915,000	28	0	16	0	0	15		59	
19	Northbound Extension of Swamp Rabbit Trail	Travelers Rest to Marietta	Bike/Ped	Greenville		Interactive Comment Map	\$ 2,512,500	28	0	6	10	0	15		59	
16	SRT Orange Line	Arcadia Dr to SC-80	Bike/Ped	Greenville/Spartanburg	Taylors/Greer	Staff	\$ 1,162,500	16	0	16	10	4	15		59	
18	Pedestrian/Bicycle Bridge over US 25	Downtown Travelers Rest to commercial area along Benton Road	Bike/Ped	Greenville	Travelers Rest	Stakeholder Feedback	\$ 5,675,000	35	0	6	0	0	15		56	
149	Brushy Creek Shared Use path	Pleasant Valley Rd to Blue Line SRT	Bike/Ped	Greenville	Greenville	Stakeholder Feedback	\$ 1,987,500	21	0	6	10	4	15		56	
17	Hwy 25	US 276/Poinsett Hwy to Locust Hill Rd	Bike/Ped	Greenville	Travelers Rest	CMP	\$ 4,717,500	28	0	11	0	0	15		54	
15	Standing Springs Road	Ashmore Bridge Road to W Georgia Road	Bike/Ped	Greenville	Simpsonville	Interactive Comment Map	\$ 1,810,000	21	0	6	10	0	15		52	
152	Gold Line SUP	YMCA to Saluda Confluence park	Bike/Ped	Greenville	Traveler's Rest	Stakeholder Feedback	\$ 2,670,000	21	0	6	10	0	15		52	
3	Doodle Trail Extension	Easley to Powdersville	Bike/Ped	Anderson and Pickens	Easley and Powdersville	Interactive Comment Map	\$ 8,557,500	28	0	6	0	0	15		48	
160	Wade Creek Connector	Connect new Woods Creek Greenway to Wade Hampton @ Walmart.	Bike/Ped	Greenville	Greer	Stakeholder Feedback	\$ 1,147,500	14	0	6	10	4	15		48	
1	Gilder Creek Multi-Use Trail	East Butler Road to Corn Road	Bike/Ped	Pickens	Easley	Local Plans	\$ 337,500	14	0	6	10	0	15		45	
9	S Tiger River Greenway Extension	Tiger River Greenway to Downtown Greer and up to Lake Robinson	Bike/Ped	Greenville	Greer	Interactive Comment Map	\$ 3,195,000	14	0	10	0	0	15		40	

Removed per SCODOT Feedback

Removed per SCDOT Feedback

Project Information							Cost	Scores by Goal							Overall Score
Unique Identifier	Name	Termini	Investment Category	County	City	Source	Total Cost	Safety and Security	Systems Preservation and Efficiency	Mobility and Accessibility	Economic Value	Culture and Environment	Growth and Development	Emphasis	GOAL PROJECT SCORE
137	Laurens Rd/Main St	Pleasantburg Dr to Woodruff Rd	Signal	Greenville	Greenville	CMP	\$ 500,000	20	12	18	16	3	10	Removed per SCDOT Feedback	78
136	Poinsett Hwy	Stone Ave to Pleasantburg Dr	Signal	Greenville	Greenville	CMP	\$ 500,000	20	12	13	16	3	2		65
139	Washington Ave	White Horse Rd to Easley Bridge Rd	Signal	Greenville	Greenville	CMP	\$ 500,000	20	12	11	14	3	2		62
138	Park Ave/North St	Church St to Pleasantburg Dr	Signal	Greenville	Greenville	CMP	\$ 500,000	20	12	9	16	0	2		59
141	Pelham Road	E North Street to Batesville Road	Signal	Greenville	Greenville	Needs Assessment	\$ 500,000	20	12	6	16	0	2		56
142	W Butler Rd	Main St to Conestee Rd	Signal	Greenville	Mauldin	CMP	\$ 500,000	20	12	6	14	1	2		55
135	Main St	Liberty Dr to Dennis Dr	Signal	Pickens	Easley	CMP	\$ 500,000	18	12	6	18	1	2		49
140	Roper Mountain Rd Ext.	Pelham Rd to Roper Mountain Rd	Signal	Greenville	Greenville	CMP	\$ 500,000	18	7	6	14	0	2		47

Roadway Project Fiscal Constraint

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Short Term (2033-2036)	27	Hwy 14	Woodruff Rd to Batesville Rd	\$ 4,100,000	\$ 5,720,000
Short Term (2033-2036)	39	Mills Ave/Church St	Henrydale Ave to Academy St	\$ 3,000,000	\$ 4,190,000
Short Term (2033-2036)	32	Buncombe/North St and College St/Beattie	Butler Ave to Church St	\$ 652,500	\$ 910,000
Short Term (2033-2036)	35	Haywood Rd	Laurens Rd to North St	\$ 2,095,000	\$ 2,920,000
Short Term (2033-2036)	29	Laurens Rd/Main St	Woodruff Rd to Main St	\$ 2,162,500	\$ 3,020,000
Short Term (2033-2036)	64	Main St	Curtis St to Fairview Rd	\$ 2,000,000	\$ 2,790,000
Short Term (2033-2036)	62	Fairview Rd	Main St to Hwy 418	\$ 3,777,500	\$ 5,270,000
Short Term (2033-2036)	37	S-1077 Washington St	Trescott St to Pettigru S	\$ 1,085,000	\$ 1,510,000
Short Term (2033-2036)	36	Faris Rd/S. Washington Ave	Anderson Rd to Pleasantburg Dr	\$ 4,160,000	\$ 5,810,000
Short Term (2033-2036)	65	Harrison Bridge Rd	Fairview Rd to Main St	\$ 9,000,000	\$ 12,560,000
Short Term (2033-2036)	34	Pelham Rd	North St to Hudson Rd	\$ 1,560,000	\$ 2,180,000
Short Term (2033-2036)	72	Howell/Edwards Rd	E North Street to Wade Hampton Blvd	\$ 500,000	\$ 700,000
Short Term (2033-2036)	45	Augusta St/Rd	Faris Rd to Pleasantburg Dr	\$ 1,500,000	\$ 2,090,000
Short Term (2033-2036)	74	Brushy Creek Rd/Old Spartanburg	Cunningham Rd to Batesville Rd	\$ 1,360,000	\$ 1,900,000
Short Term (2033-2036)	50	Wade Hampton Blvd	Ried School Road to Buncombe Rd	\$ 3,102,500	\$ 4,330,000
Short Term (2033-2036)	30	Academy St	College St to North St	\$ 1,600,000	\$ 2,230,000
Mid Term (2037-2043)	41	Augusta Rd	Sandy Springs Rd to I-185	\$ 1,372,500	\$ 2,380,000
Mid Term (2037-2043)	43	Augusta Rd/ Pleasantburg Dr	White Horse Rd to Mauldin Rd	\$ 2,000,000	\$ 3,460,000
Mid Term (2037-2043)	44	Pleasantburg Dr/State Park Rd	Poinsett Hwy to Wade Hampton Blvd	\$ 500,000	\$ 870,000
Mid Term (2037-2043)	76	White Horse Rd	Anderson Rd to I-85	\$ 31,200,000	\$ 54,030,000
Mid Term (2037-2043)	28	Woodruff Rd	Hwy 14 to Batesville Rd	\$ 840,000	\$ 1,450,000
Mid Term (2037-2043)	21	Calhoun Memorial Hwy	Brushy Creek Rd to Hwy 153	\$ 25,000,000	\$ 43,290,000
Long Term (2044-2050)	31	Pleasantburg Dr	Faris Rd to Wade Hampton Blvd	\$ 43,605,000	\$ 99,370,000
Long Term (2044-2050)	56	East Butler Road	Bridges Road to Woodruff Road	\$ 4,755,000	\$ 10,840,000
Long Term (2044-2050)	20	Pendleton St	Main St to 5th St/Walker Ellison Rd	\$ 795,000	\$ 1,810,000
Long Term (2044-2050)	48	W. Blue Ridge Dr	White Horse Rd to Poinsett Hwy.	\$ 10,550,000	\$ 24,040,000

Priority NHPP Projects

Mid Term (2037-2043)	90	I-85	Anderson Rd to I-85	\$ 245,100,000	\$ 424,430,000
----------------------	----	------	---------------------	----------------	----------------

Short-term Budget \$ 59,280,746
Short-Term spent \$ 58,130,000
Balance \$ 1,150,746

Carryover from Short-Term \$ 1,150,746
Mid-Term Budget \$ 115,181,960
Total Mid-Term \$ 116,332,706
Mid-Term Spent \$ 105,480,000
Balance \$ 10,852,706

Carryover from Mid-Term \$ 10,852,706
Long-Term Budget \$ 132,307,867
Total Long-Term \$ 143,160,573
Long-Term Spent \$ 136,060,000
Balance \$ 7,100,573

Intersection Project Fiscal Constraint

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Short Term (2033-2036)	143	Pleasantburg/WHB	Pleasantburg Road at Wade Hampton Boulevard	\$ 3,000,000	\$ 4,190,000
Short Term (2033-2036)	105	Augusta Street/Mills Avenue	Church Street	\$ 3,000,000	\$ 4,190,000
Short Term (2033-2036)	104	Academy St	Church Street	\$ 3,000,000	\$ 4,190,000
Short Term (2033-2036)	115	US 276 (N Main Street)	Owens Lane	\$ 3,000,000	\$ 4,190,000
Short Term (2033-2036)	112	Wade Hampton Blvd	W. Pointsett Street	\$ 3,000,000	\$ 4,190,000
Short Term (2033-2036)	128	SC 253 (State Park Road)	Altamont Road	\$ 3,000,000	\$ 4,190,000
Short Term (2033-2036)	113	W Butler Rd	Fowler Cir. At Laurel Meadows Parkway	\$ 3,000,000	\$ 4,190,000

Short-term Budget \$ 29,640,373
Short-Term spent \$ 29,330,000
Balance \$ 310,373

Mid Term (2037-2043)	47	Dunbar	at Augusta Street	\$ 6,000,000	\$ 10,390,000
Mid Term (2037-2043)	119	SC 81(Anderson Road)	SC 153	\$ 3,000,000	\$ 5,200,000
Mid Term (2037-2043)	102	US 123 at Highway 124	US 123 at Highway 124	\$ 6,000,000	\$ 10,390,000
Mid Term (2037-2043)	127	US 25	State Park Road	\$ 3,000,000	\$ 5,200,000
Mid Term (2037-2043)	110	Brushy Creek Rd	Alexander Road	\$ 3,000,000	\$ 5,200,000
Mid Term (2037-2043)	98	SC HWY 8	West End School	\$ 3,000,000	\$ 5,200,000
Mid Term (2037-2043)	124	I-385	Old Stage Road	\$ 3,000,000	\$ 5,200,000
Mid Term (2037-2043)	123	Harrison Bridge Road	Fairview Road	\$ 3,000,000	\$ 5,200,000

Carryover from Short-Term \$ 310,373
Mid-Term Budget \$ 57,590,980

Total Mid-Term \$ 57,901,353
Mid-Term Spent \$ 51,980,000
Balance \$ 5,921,353

Long Term (2044-2050)	118	SC 178	SC 183	\$ 6,000,000	\$ 13,670,000
Long Term (2044-2050)	108	Washington Street	McBee Avenue	\$ 3,000,000	\$ 6,840,000
Long Term (2044-2050)	132	SC 81 at Dunham Bridge Road	Dunham Bridge Road	\$ 3,000,000	\$ 6,840,000
Long Term (2044-2050)	114	Butler Road	Ashmore Bridge Road	\$ 3,000,000	\$ 6,840,000
Long Term (2044-2050)	106	Church Street	E Coffee	\$ 3,000,000	\$ 6,840,000
Long Term (2044-2050)	117	Bethel Road	Tanner Road	\$ 3,000,000	\$ 6,840,000
Long Term (2044-2050)	129	Tigerville Road	Jackson Grove Road	\$ 3,000,000	\$ 6,840,000
Long Term (2044-2050)	133	SC 81 at McNeely Road	McNeely Road	\$ 3,000,000	\$ 6,840,000
Long Term (2044-2050)	134	SC 81 at Cely Lane	Cely Lane	\$ 3,000,000	\$ 6,840,000

Carryover from Mid-Term \$ 5,921,353
Long-Term Budget \$ 66,153,934

Total Long-Term \$ 72,075,287
Long-Term Spent \$ 68,390,000
Balance \$ 3,685,287

Bike and Pedestrian Project Fiscal Constraint

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Short Term (2033-2036)	166	Pine Knoll Rd	Wade Hampton and Waddel Rd	\$ 250,000	\$ 350,000
Short Term (2033-2036)	10	Poinsett Street	US 29 to N Line Street	\$ 970,000	\$ 1,350,000
Short Term (2033-2036)	167	Orchard Park	Haywood to Patewood	\$ 280,000	\$ 390,000
Short Term (2033-2036)	4	Greenline Connection off South Side of Laurens Road	at Swamp Rabbit Trail	\$ 52,500	\$ 70,000
Short Term (2033-2036)	154	Greenline SUP	CU-ICAR- Downtown Mauldin	\$ 2,340,000	\$ 3,270,000
Short Term (2033-2036)	5	McDaniel Avenue Trail	McBee Avenue to Ridgeland Drive	\$ 517,500	\$ 720,000
Short Term (2033-2036)	165	Textile Cresent	Extend current TAP project from Easley Bridge Rd to Anderson Rd.	\$ 1,260,000	\$ 1,760,000
Short Term (2033-2036)	7	Unity Park Connector	Unity Park to Village of West Greenville	\$ 1,080,000	\$ 1,510,000
Short Term (2033-2036)	161	Moreview Greenway	Connect Blue Ridge Drive to East Marion with path along Moreview St.	\$ 247,500	\$ 350,000
Mid Term (2037-2043)	8	US 276 (Poinsett Highway)	Rutherford Road and US 25	\$ 3,130,000	\$ 5,420,000
Mid Term (2037-2043)	157	Rocky Creek SUP	Pelham Rd @ Beacon to Hwy 14	\$ 1,822,500	\$ 3,160,000
Mid Term (2037-2043)	153	Orange line SUP	Greenline to Whitehorse RD corridor	\$ 2,152,500	\$ 3,730,000
Mid Term (2037-2043)	12	Miller Road	Bridges Road to Woodruff Road	\$ 1,085,000	\$ 1,880,000
Mid Term (2037-2043)	151	Orange line SUP	Greenlink to Taylors	\$ 4,755,000	\$ 8,230,000
Mid Term (2037-2043)	170	Hellams or Duckett to Downtown	SRT extension	\$ 907,500	\$ 1,570,000
Mid Term (2037-2043)	11	Pelham Street	Mayfield Street to S Main Street	\$ 500,000	\$ 870,000
Long Term (2044-2050)	156	Mauldin to Simpsonville Swamp Rabbit Trail Extension	Downtown Mauldin to Simpsonville	\$ 3,285,000	\$ 7,490,000
Long Term (2044-2050)	6	SRT Blue Line Gap	Cleveland St. to Parkins Mill	\$ 1,080,000	\$ 2,460,000
Long Term (2044-2050)	2	Doodle Trail Extension	Easley to Greenville	\$ 6,547,500	\$ 14,920,000

Short-term Budget \$ 11,856,149
Short-Term spent \$ 9,770,000
Balance \$ 2,086,149

Carryover from Short-Term \$ 2,086,149
Mid-Term Budget \$ 23,036,392
Total Mid-Term \$ 25,122,541
Mid-Term Spent \$ 24,860,000
Balance \$ 262,541

Carryover from Mid-Term \$ 262,541
Long-Term Budget \$ 26,461,573
Total Long-Term \$ 26,724,115
Long-Term Spent \$ 24,870,000
Balance \$ 1,854,115

Signal Project Fiscal Constraint

Period	Unique Identifier	Name	Project Extents	2026 Cost	YOE Cost
Short Term (2033-2036)	137	Laurens Rd/Main St	Pleasantburg Dr to Woodruff Rd	\$ 500,000	\$ 700,000
Short Term (2033-2036)	136	Poinsett Hwy	Stone Ave to Pleasantburg Dr	\$ 500,000	\$ 700,000
Short Term (2033-2036)	139	Washington Ave	White Horse Rd to Easley Bridge Rd	\$ 500,000	\$ 700,000
Short Term (2033-2036)	138	Park Ave/North St	Church St to Pleasantburg Dr	\$ 500,000	\$ 700,000
Short Term (2033-2036)	141	Pelham Road	E North Street to Batesville Road	\$ 500,000	\$ 700,000
Short Term (2033-2036)	142	W Butler Rd	Main St to Conestee Rd	\$ 500,000	\$ 700,000
Short Term (2033-2036)	135	Main St	Liberty Dr to Dennis Dr	\$ 500,000	\$ 700,000
Short Term (2033-2036)	140	Roper Mountain Rd Ext.	Pelham Rd to Roper Mountain Rd	\$ 500,000	\$ 700,000

Short-term Budget \$ 5,928,075
Short-Term spent \$ 5,600,000
Balance \$ 328,075

Mid Term (2037-2043)				#N/A	#N/A
Mid Term (2037-2043)				#N/A	#N/A
Mid Term (2037-2043)				#N/A	#N/A
Mid Term (2037-2043)				#N/A	#N/A
Mid Term (2037-2043)				#N/A	#N/A
Mid Term (2037-2043)				#N/A	#N/A
Mid Term (2037-2043)				#N/A	#N/A
Mid Term (2037-2043)				#N/A	#N/A

Carryover from Short-Term \$ 328,075
Mid-Term Budget \$ 11,518,196

Total Mid-Term \$ 11,846,271
Mid-Term Spent #N/A
Balance #N/A

Long Term (2044-2050)				#N/A	#N/A
Long Term (2044-2050)				#N/A	#N/A
Long Term (2044-2050)				#N/A	#N/A
Long Term (2044-2050)				#N/A	#N/A
Long Term (2044-2050)				#N/A	#N/A
Long Term (2044-2050)				#N/A	#N/A
Long Term (2044-2050)				#N/A	#N/A
Long Term (2044-2050)				#N/A	#N/A

Carryover from Mid-Term #N/A
Long-Term Budget \$ 13,230,787

Total Long-Term #N/A
Long-Term Spent #N/A
Balance #N/A



Greenville County Planning Department
301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 7

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 12, 2026

SUBJECT: Woodruff Road Congestion Relief Project Summary

The GPATS Woodruff Road Congestion Relief Project is nearing its Construction Phases! After 15 years of planning, environmental studies, engineering, right-of-way acquisition, and funding hurdles, SCDOT is preparing to begin the Clearing and Grubbing of the corridor, which will proceed the full Construction to be let in 2029.

At the request of Senator Elliot, staff will provide a summary to the Policy Committee about the project's history, scope, costs, and benefits.

Currently, information on the WRCRP may be found at www.FixWoodruffRoad.com, including the NEPA documents and most recent designs.

This item is being presented for Informational Purposes only. No action will be requested of the Policy Committee.