

<p>AGENDA GPATS POLICY COORDINATING COMMITTEE August 13, 2012 Conference Room A - Greenville County Square 10:00 a.m.</p>
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|------------|-----|---|--|
| | 1. | CALL TO ORDER | <i>Chairman
Senator David Thomas</i> |
| action: | 2. | APPROVAL OF June 18, 2012 MINUTES | Attachment 1 |
| action(2): | 3. | CENSUS 2010 URBAN AREA EXPANSION Update | Attachment 2 |
| | | • Appoint subcommittee to look at by-laws and membership | <i>Keith Brockington, AICP
GPATS Transportation Planner</i> |
| action: | 4. | BUTLER ROAD PROJECT UPDATE | Attachment 3
<i>John Owings, AICP, GPATS Staff
Tommy Elrod, PE
SCDOT Project Manager</i> |
| | 5. | BATESVILLE ROAD PROJECT UPDATE | Attachment 4
<i>Tommy Elrod, PE
SCDOT Project Manager</i> |
| | 6. | SC 290 @ SC 253 INTERSECTION PROJECT UPDATE | Attachment 5
<i>Tommy Elrod, PE
SCDOT Project Manager</i> |
| | 7. | GPATS/SCDOT PROJECT UPDATES | Attachment 6
<i>Tommy Elrod, PE
SCDOT Project Manager</i> |
| | 8. | HAMPTON AVE. EXTENSION BRIDGE | Attachment 7
<i>John Owings, AICP, GPATS Staff
Xanthe Norris, Councilor/GPATS Member
State Representative Chandra Dillard
Ken Kolb, Furman University</i> |
| | 9. | LRTP UPDATE AND DRAFT PROJECT LIST | Attachment 8
<i>Keith Brockington, AICP
GPATS Transportation Planner</i> |
| | 10. | PUBLIC COMMENT | |
| | 11. | ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE

June 18, 2012

Conference Room A – County Square

10:02 a.m.

MEMBERS PRESENT: Senator Thomas, Chairman, Representative Putnam, Greenville Council Chair Kirven, Councilor Payne, Councilor Norris, Councilor Meadows; Councilor Burns, Pickens Council Chair Willis; Mayor Long; Mayor Raines, Mayor Owens, Mayor Danner, Mayor McCall, Mayor Bagwell, Mayor Eichor, Commissioner Edwards, J. Barbare, J. Owings, C. Burgess and D. Mitchell

OTHERS PRESENT: K. Brockington, T. Wedmore; H. Hahn; P. Gucker, J. Wortkoetter, H. Gamble, K. Drummond, T. Elrod, E. Dillon, S. Gwinn, M. Sullivan, J. Hekter, J. Chasteen, B. West, G. Sprague, D. Horton and C. Brink

The Chair called the meeting to order at 10:02 a.m.

APPROVAL OF THE MARCH 19, 2012 MINUTES

MOTION: By Mayor Bagwell, seconded by Mayor Owens to approve the minutes of the March 19, 2012 regular meeting. The motion carried unanimously.

REQUEST FOR CALLED POLICY COMMITTEE MEETING, AUGUST 2012

John Owings addressed the Committee members to notify each the possibility of the need to have a called meeting in August. He stated there were several time sensitive items which the Committee may need to address. Mr. Owings requested each to look at either Friday, August 10, 2012 or Monday, August 13, 2012 as possible meeting dates.

After a brief discussion, the Chairman announced that the meeting, if necessary would be held on Monday, August 13, 2012 at 10:00 a.m. at County Square.

GPATS/SCDOT PROJECT UPDATES

Tommy Elrod with the South Carolina Department of Transportation addressed the Committee members with a project status update as was included in the agenda packets. He stated he was available for questions at that time or after the meeting.

BUTLER ROAD AND BATESVILLE ROAD PROJECTS UPDATES

Butler Road Project

Tommy Elrod with the SCDOT addressed the Committee members with a design option for the Butler Road project. Mr. Elrod stated the option would minimize the impact to the Open Air Market by shifting Corn Road 5 feet in the direction of the school. The

shift would cut down the amount of the triangle shaped right of way originally planned at the Open Air Market.

County Council member Payne stated he thought the new design would be the best alternative.

Senator Thomas requested Mr. Elrod meet and show in detail the design to Ms. Chandler, making sure this new design would allow the trucks entering the Open Air Market ample area to turn around.

MOTION: By Mayor Long, seconded by County Council member Payne to delay the voting on the item until the August meeting. In addition, have Mr. Elrod present at the August meeting a side by side view of both the original design and the new design with cost estimates of both designs. Mr. Long asked that the information be sent to the Committee members prior to the meeting and asked the Ms. Chandler be notified also prior to the meeting of the information. The motion carried unanimously.

Batesville Road Project

Tommy Elrod addressed the Committee members about a proposal that was made at the March GPATS meeting on behalf of a property owner impacted by the Batesville Road project to consider placing a roundabout at the Pelham Falls intersection. Mr. Elrod stated the engineers with the SCDOT did not recommend a roundabout at that location but recommend a signalized light. He stated there was not enough traffic volume to warrant a roundabout.

Mr. Keith Denny, attorney for the property owner, Elaine Creel addressed the Committee members stating the engineers looked at a one lane roundabout and not a two lane roundabout. He also stated again, what negative impact the project will have of Ms. Creel's property.

Chairman Thomas opened the meeting to speakers on the subject.

Ms. Elaine Creel addressed the Committee on the negative impact the project would have on her property and voiced the bridge the SCDOT wanted to tear down and replace was built in 1997 and was still structurally sound. She stated the roundabout would preserve her property and the property of other land owners in the area.

Ms. Virginia Barnett spoke in favor of the roundabout. She stated a roundabout would not affect her property or her family's property and she would prefer that rather than a signalized system.

After a lengthy discussion over the two options, with Commissioner Edwards in agreement with the SCDOT, County Council Chairman Kirven in favor of the roundabout along with Mayor Eichor the following motion was made.

MOTION: By Mayor Eichor, seconded by Council Chair Kirven to adopt Ms. Creel's proposal as much as possible and fully analyze each option, including a double lane roundabout and come back to the Committee in August with the information. The motion carried unanimously.

FY2013 UNIFIED PLANNING WORK PROGRAM SUBMITTAL FOR APPROVAL

Tiffany Wedmore presented the Committee members with the FY2012 Unified Work Program as provided in the agenda packets. She explained the work program identifies the transportation planning activities being carried out by GPATS with the use for FHWA Planning (PL) and FTA funds.

Pickens Council Chair Willis expressed her concern that Pickens County was not informed of the monies available.

Chairman Thomas suggested contacting Paula Gucker with any questions regarding projects and asked staff to better communicate with the committee members regarding available funding.

Keith Brockington reminded the Committee the funding has been available since 2007 and has been utilized every year.

MOTION: By County Council Chair Kirven, seconded by Commissioner Edwards to approve the FY2012 Unified Planning Work Program,

LRTP UPDATE AND CALL FOR ENCHANCEMENT PROJECTS

Keith Brockington addressed the Committee members on the call for Enhancement projects. He stated staff had requested the Study Team members develop their projects with their elected officials and submit them to staff no later than July 1, 2012. Mr. Brockington stated the list of projects will be brought to the Policy Committee at the August meeting.

Mr. Brockington also provided the members with a list of available funds for each jurisdiction using the apportionment formula that was approved last year. He reminded everyone enhancement monies require a 20% local match.

Chairman Thomas informed the newer members that staff (Keith) was available for a tutorial regarding the process.

CENSUS 2010 URBAN AREA EXPANSION

Keith Brockington discussed with the members of the Committee the expansion of the Urban Areas after the 2010 Census. He stated staff would be meeting with elected officials, administrators and planners around the region to resolve the single set of boundaries prior to the August deadline. Mr. Brockington explained the implications of the expansion and stated if a single set of boundaries cannot be agreed upon, GPATS will have to proceed with assumption of the entire Urban Area, by Federal Law.

NEW BUSINESS

Hampton Avenue Bridge

Commissioner Edwards and Steve Gwinn spoke about the Hampton Avenue Bridge. Mr. Gwinn noted it was closed to traffic in 1994 because it was structurally defective. He stated over the last 18 years the SCDOT had placed guardrails and fence to block the bridge off. However, the bridge still is being used for foot traffic. Norfolk Southern will remove the bridge at their cost but in the agreement no bridge will go in its place. Norfolk Southern wants to clear the tracks. Mr. Gwinn stated he has contacted Norfolk Southern, regarding a pedestrian bridge and is awaiting word back. Commissioner Edwards has asked for a cost estimate for a foot bridge and that estimate will be brought to Committee in August.

County Councilor Norris voiced her support for the pedestrian bridge.

Southern Connector Group Informational Presentation

Due to time constraints, the item was held until the August meeting.

Greenlink

Mr. David Mitchell, Chairman of the Greenville Transit Authority Board, introduced Mr. Mark Richards, who is the new Transit Director for Greenlink.

PUBLIC COMMENT

Ms. Jolyn Chandler addressed the Committee in opposition to the new design for the Butler Road project. She stated she felt the project was aimed at her and her property.

Ms. Brenda Willis addressed the Committee regarding the Sandy Flats road project. She was in opposition of the signalized option proposed by the SCDOT. She stated of the 1.83 acres she and her husband owned, the project would take .83 acres and asked that the SCDOT look at another option

Chairman Thomas requested information regarding the project be presented at the August meeting.

Mayor Danner was empathetic to citizens within the County who are encountering issues with road projects. However, he would suggest the Committee move with caution in the dark dealing with these issues. He felt the Committee needed to be careful as far as how involved the Committee becomes regarding roads.

Mayor Bagwell requested all to keep Senator Martin in their thoughts as he had laid his father to rest today.

ADJOURNMENT

There being no further business, without objection, Chairman Thomas adjourned the meeting at 12:08 p.m.

Submitted by Recording Secretary



Greenville County Planning Department

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MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 13, 2012

SUBJECT: Census 2010 Urban Area Expansion Update

At the June Policy Committee meeting, Staff presented the implications of the expansion of the Greenville and Mauldin-Simpsonville Urban Areas, as defined by the US Census. The expansion of the Urban Areas (attached) requires the additional areas to be included within Metropolitan Planning Organization, such as GPATS.

Staff, upon review with the neighboring jurisdictions, SCDOT, and FHWA, have developed a draft boundary for the expansion of the GPATS MPO to assume responsibility for the new areas. Any alternative to this boundary would be submitted and decided upon by SCDOT and FHWA.

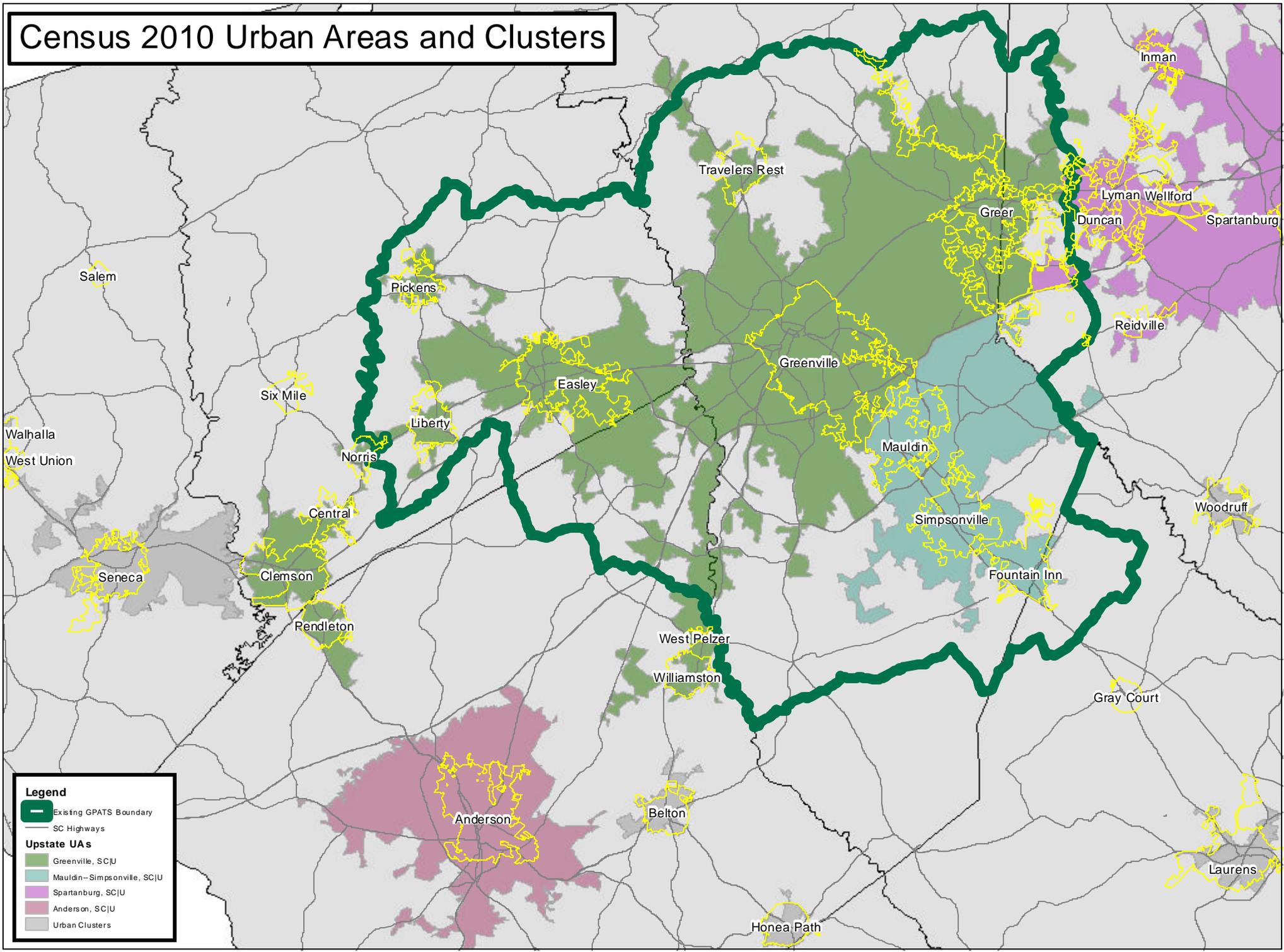
The second attached map illustrates this draft boundary, which shall be submitted to SCDOT and FHWA for funding analysis. Staff will be working with SCDOT and FHWA between August 2012 and January 2013 to finalize the boundary and funding numbers ahead of formal adoption of the boundaries.

GPATS Staff, SCDOT, and FHWA will be on hand to answer and questions or concerns.

Requested Action: Endorsement of the DRAFT boundary to be submitted to SCDOT and FHWA will allow for the analysis of the new areas for funding implications and allow staff to begin working with the Policy Committee on by-law and membership changes.

Requested Action: Formation of a subcommittee of the GPATS Policy Committee to work with the new jurisdictions on revising the GPATS by-laws and membership makeup ahead of formal reorganization in March 2013.

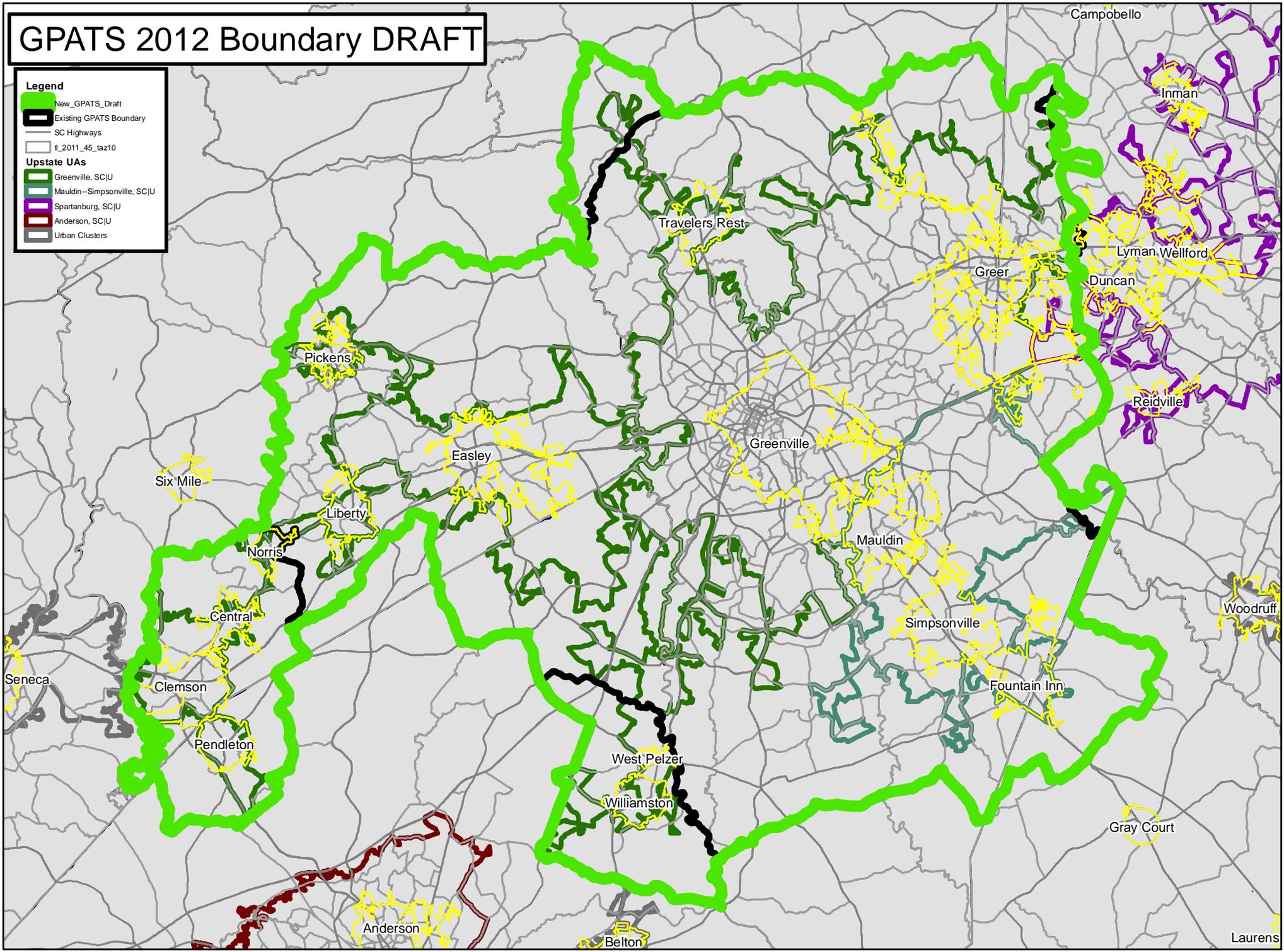
Census 2010 Urban Areas and Clusters



GPATS 2012 Boundary DRAFT

Legend

- New_GPATS_Draft
- Existing GPATS Boundary
- SC Highways
- #_2011_45_taz10
- Upstate UAs**
- Greenville, SCJU
- Mauldin-Simpsonville, SCJU
- Spartanburg, SCJU
- Anderson, SCJU
- Urban Clusters





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MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 13, 2012

SUBJECT: Butler Road Project Update

The Butler Road project, from Mauldin High School to Bridges/Corn Roads, continues to be held by the GPATS Policy Committee, pending review of SCDOT's project designs to mitigate project impacts.

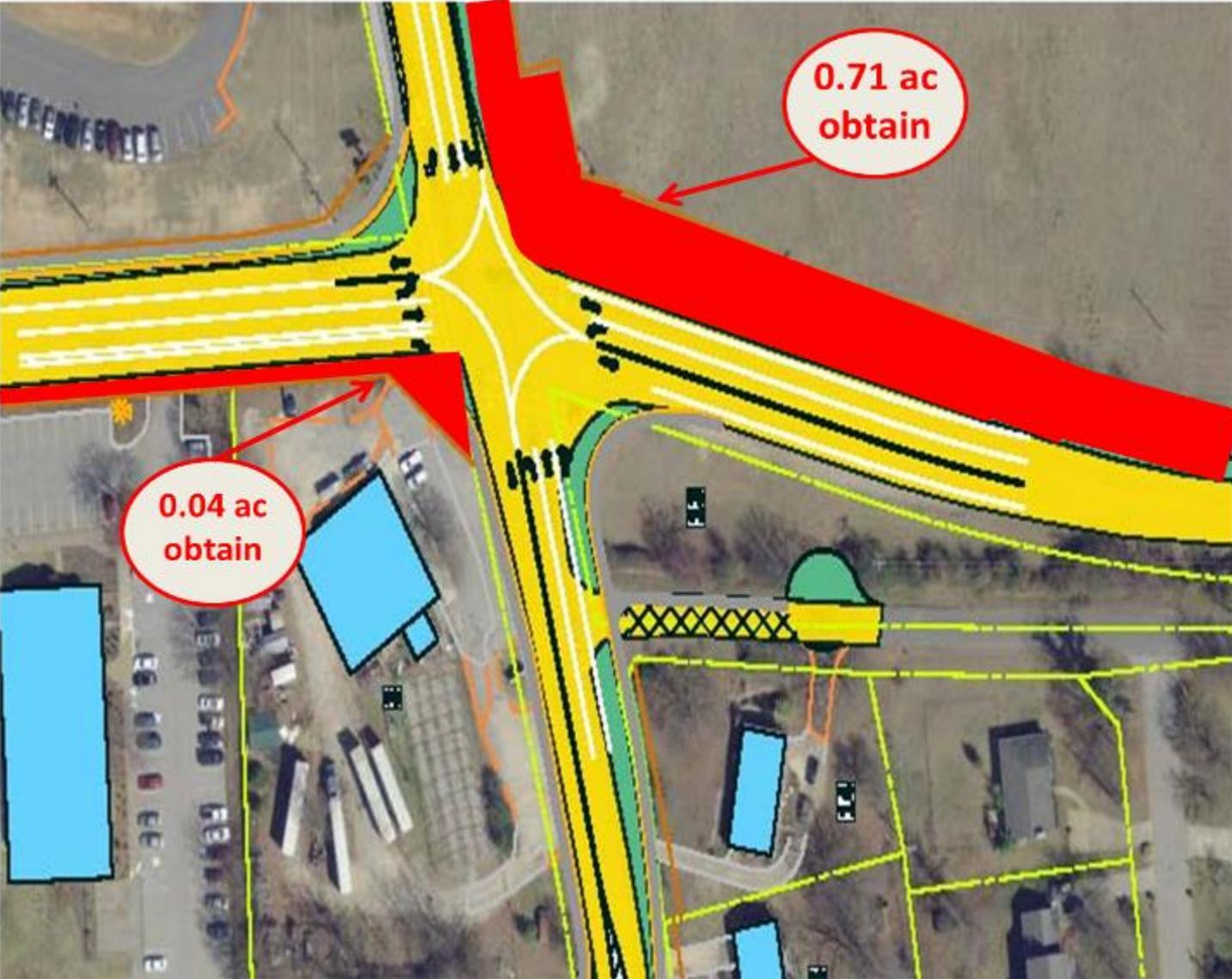
Tommy Elrod with SCDOT will be updating the Policy Committee on their progress on the project since June, and the Policy Committee is requested to take action on the item once again.

The GPATS Study Team has reviewed the alternatives attached, and recommends the approval of SCDOT's original, preferred design.

Requested Action: Approval of the proposed SCDOT design, or an alternative, will allow SCDOT to move forward with the project. Otherwise the project must be Held once again, or Removed from the TIP.

ORIGINAL, PREFERRED BUTLER ROAD DESIGN

(PRESENTED AT PUBLIC MEETING – DECEMBER, 16, 2010)



PROPOSED R/W:

Market: 0.04 ac
(0.86 ac remaining)

Field: 0.71 ac
(35.49 ac remaining)

TOTAL - *0.75 ac

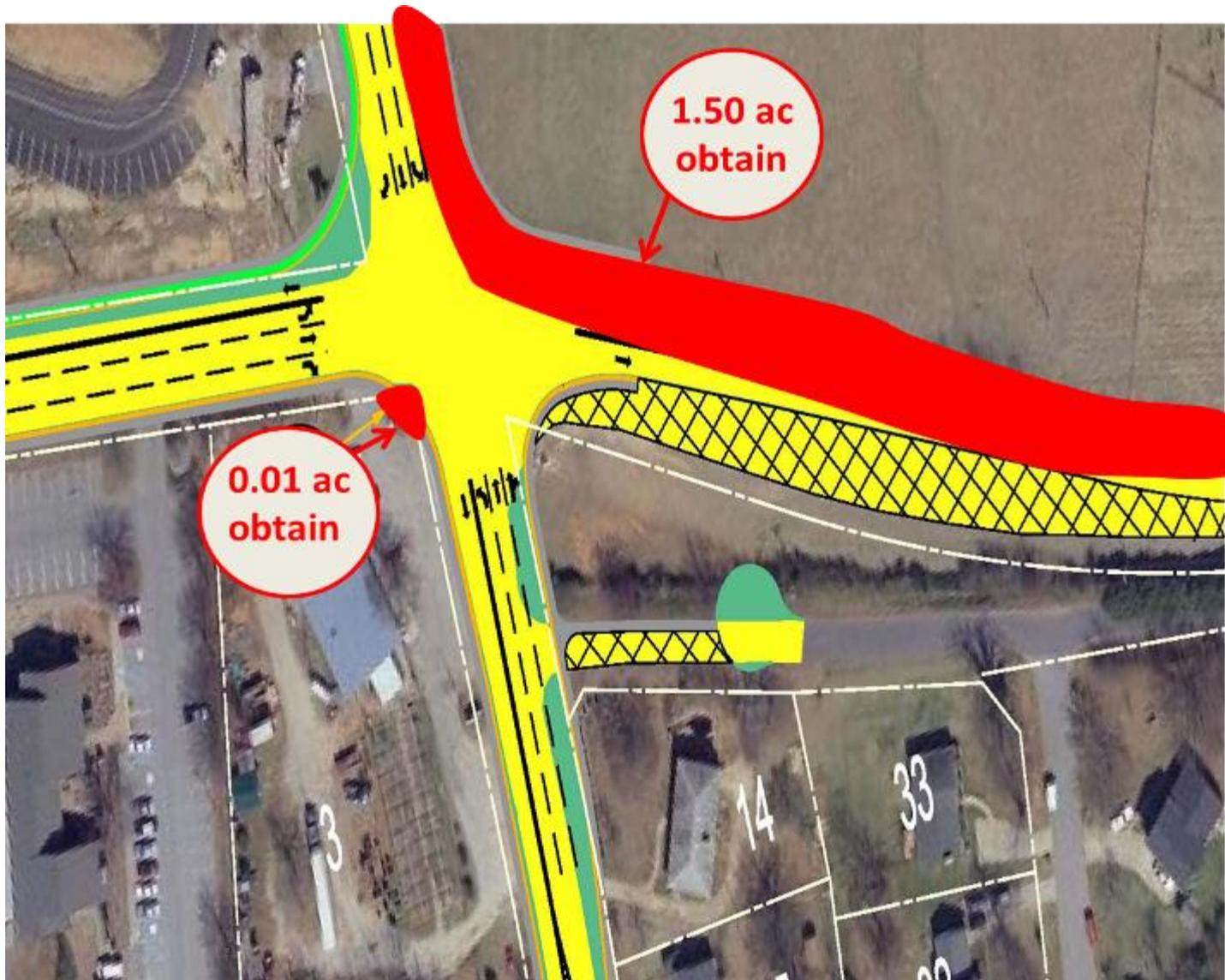
CONSTRUCTION :

TOTAL - ~ \$2.0 M

* - 50' x 45' triangle obtain & 3' strip of R/W along Corn Rd (Market) plus area along Bridges Road (Field)

LATEST BUTLER ROAD DESIGN, 4TH ITERATION

(i.e. 25-DEG SKEW ANGLE)



PROPOSED R/W:

Market - 0.01 ac
(0.89 ac remaining)

Field - 1.50 ac
(34.70 ac remaining)

TOTAL - *1.51 ac

CONSTRUCTION :

TOTAL - ~ \$ 2.2 M

* - reduced triangle obtain (25' x 25') & no new R/W along Corn Rd; however, additional R/W along Bridges Rd

LATEST BUTLER ROAD DESIGN, 4TH ITERATION

(i.e. 25-DEG SKEW ANGLE)

Decision Matrix For Further Study

Does it Meet the Purpose and Need of the Project? Yes

Do it Meet SCDOT and AASHTO Minimum Design Standards? Yes

Does it Reduce Overall Impacts? No

Is it More Economical? No

It is a Safer Design? No

Is NEPA Complete? Yes

Recommendation Summary: Additional Study is not Warranted. NEPA is Complete. Additional right of way is required, the project would be more expensive and there would be no benefit to safety.



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MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 13, 2012

SUBJECT: Batesville Road Project Update

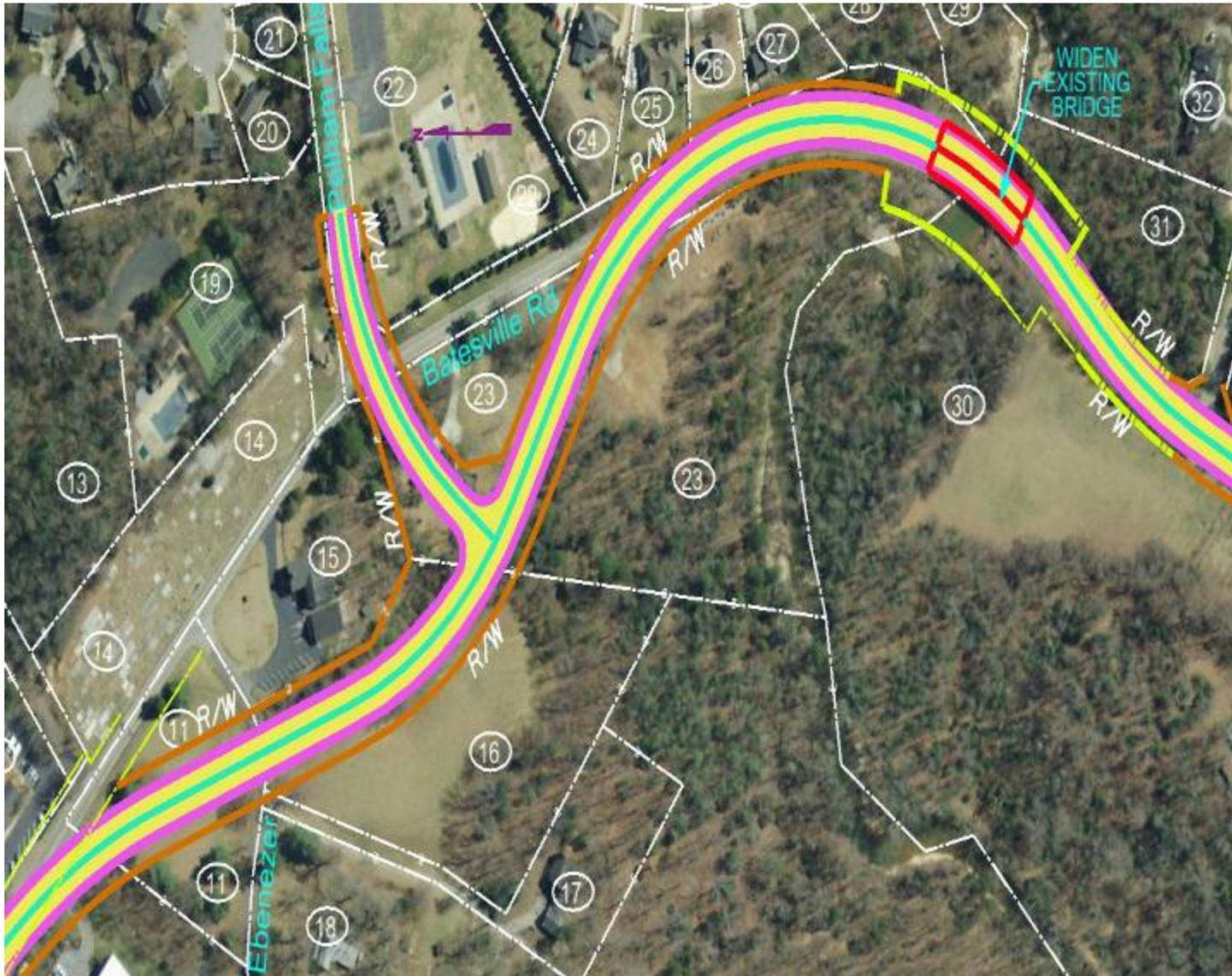
At the March Policy Committee meeting, a proposal was made on behalf of a property owner impacted by the Batesville Road project, from SC-14 to Roper Mountain Road, to consider a realignment of the project scope and include a roundabout at the intersection of Pelham Falls subdivision.

At the June Policy Committee meeting, the Committee requested that additional information was needed, particularly concerning evaluation of each of the options and the possible inclusion of a roundabout.

Tommy Elrod will be presenting the findings of SCDOT during their consideration of the request. The findings were presented to the GPATS Study Team, and after due consideration it is their recommendation to proceed with the SCDOT-preferred design.

This item is being presented for information only at this time.

WIDEN EXISTING BRIDGE



Does Not Meet
Project Design
Criteria For:

- Design Speed
- Stopping Sight Distance
- Horizontal & Vertical Curvature
- Does Not Meet Purpose & Need So Not a Feasible Option

WIDEN EXISTING BRIDGE

Decision Matrix For Further Study

Does it Meet the Purpose and Need of the Project? No

Do it Meet SCDOT and AASHTO Minimum Design Standards? No

Does it Reduce Overall Impacts? Yes

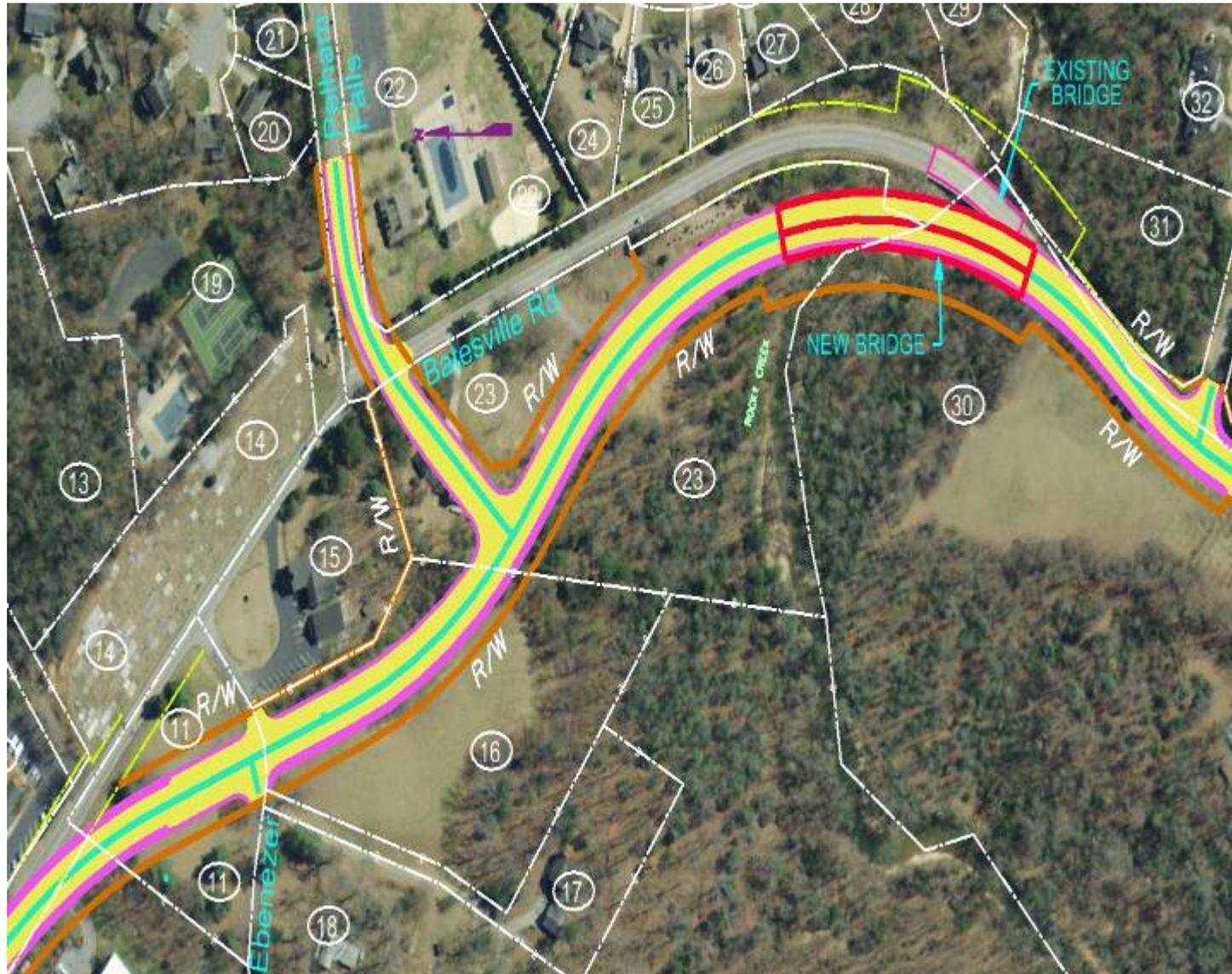
Is it More Economical? Yes

It is a Safer Design? No

Is NEPA Complete? No

Recommendation: Additional Study is not Warranted. SCDOT would not agree to assume liability for this design.

AS CLOSE AS POSSIBLE TO EXISTING ALIGNMENT



Meets Project Design Criteria While Following Existing Alignment as Closely as Possible

Crosses Rocky Creek at a Skew, Requiring a 500-ft Bridge

Bisects Tract 23

More complex design because of the various reverse curves

Greater Impacts to traffic during construction due to the overlap of the bridges

More expensive PE, RW, Construction, and Maintenance

Less safe

AS CLOSE AS POSSIBLE TO EXISTING ALIGNMENT

Decision Matrix For Further Study

Does it Meet the Purpose and Need of the Project? Yes

Do it Meet SCDOT and AASHTO Minimum Design Standards? Yes

Does it Reduce Impacts? Tract 30: Yes Tract 23: No

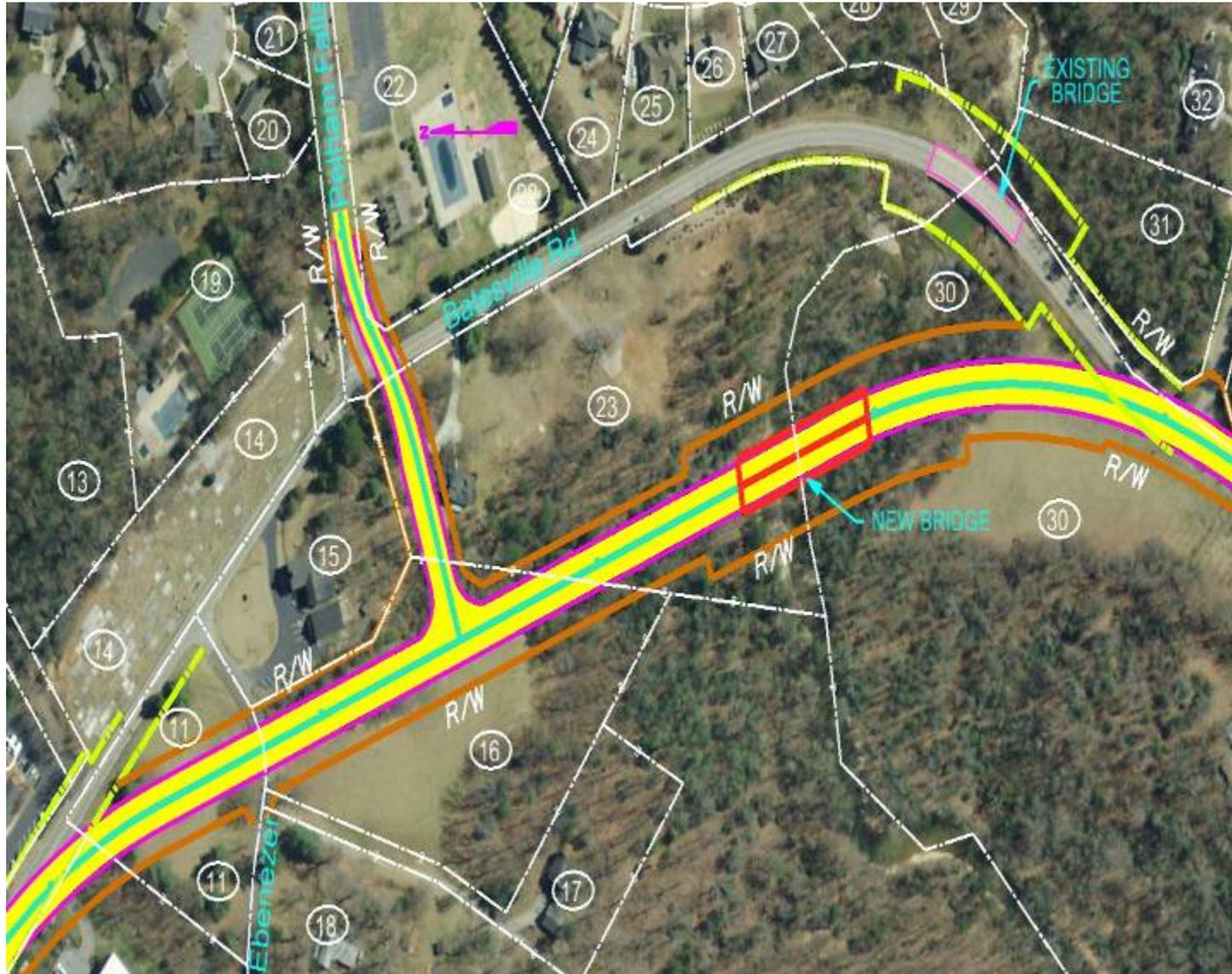
Is it More Economical? No: PE, RW, Construction and Maintenance costs would be more expensive

It is a Safer Design? No

Is NEPA Complete? No

Recommendation Summary: Additional Study is not Warranted. The proposed design is not as safe, is more complex to build and is more expensive to design, construct and maintain. The alternate proposal shifts right of way impacts from Tract 30 to Tract 23 without providing benefits to justify the impacts.

PREFERRED DESIGN



Meets Project Design Criteria

Safer Alignment Due to Fewer Curves

Requires 230-ft. Bridge

Preferred Design For Environmental Document & Design Public Hearing



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www.greenvillecounty.org

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 13, 2012

SUBJECT: SC 290 @ SC 253 Intersection Project Update

The SC 290 @ SC 253 Intersection project is nearing completion of its design phase. At the June Policy Committee meeting, the Committee requested that additional information was needed on the attached preferred alternative.

Tommy Elrod will be presenting the findings of SCDOT during their consideration of the request. The findings were presented to the GPATS Study Team, and after due consideration it is their recommendation to proceed with the SCDOT-preferred design.

This item is being presented for information only at this time.

GPATS Area Projects Status Report – August 13, 2012

Note on Cost Estimates: For projects not yet in construction, cost estimates are planning level estimates, typically based on recent similar projects. When the R/W phase begins, a more detailed and accurate R/W cost estimate is prepared. The final R/W cost isn't known until acquisitions are complete and any condemnations settled or tried in court. Concurrently with the R/W phase, R/W plans are provided to affected utility companies, determinations made about prior rights, and a utility relocation cost estimate becomes available for each affected utility. Once construction plans are complete, a detailed construction cost estimate is prepared and compared against the construction bids.

Interstate

I-385 Rehabilitation: Laurens Co. line to north of Fairview St., Greenville County, work began 12/10/09 with a 7/31/2011 completion date, Eagle Const, \$14 million construction contract, raise SC 418 and Fairview Street bridges, rehabilitate pavement, add concrete median barrier wall, extend Fairview Street northbound on-ramp; intermediate paving completed fall 2011 including opening new NB on ramp at Fairview Street; project completed June 2012

I-385 Design-Build Widening: widen 5.5 miles from south of I-185/US 276 to south of Woodruff Road and repave an additional 1.5 miles to north of I-85 for a total project length of 7 miles in Greenville County, design-build project to widen to 6 lanes and rehabilitate the mainline and ramp pavement and add ITS/camera coverage, Lane Construction is the contractor at a total estimated cost of \$78 million (including \$36.9 million ARRA funds) and a duration of 745 days (October 2012 completion); traffic has shifted to southbound lanes while northbound lanes are being reconstructed

I-85/I-385 Interchange Upgrade: includes completing the 6-laning of I-385 from south of Woodruff Road to north of I-85; auxiliary lanes and additional ramp pavement on I-85 between Pelham Road and I-385, collector-distributor roads along I-385 and replacing loop ramps with directional ramps; this project will also replace the Roper Mountain Road bridge over I-85; a design public hearing is anticipated for October; Request for Qualifications (RFQ) for interested design-build teams is anticipated to be issued late 2012, with contract execution in the second half of 2013; construction is anticipated to occur 2014/15/16; estimated \$240 million budget to cover all PE, R/W, utility relocation and construction costs

I-185 Rehabilitation: resurface southbound I-185 from near the end of Mills Avenue to just beyond the White Horse Road overpass; opened bids December 14, 2010; Ashmore was low bidder at \$1,884,779 with a completion date of 11/30/11; final surface course of asphalt placed September 2011

I-85 Rehabilitation: resurface northbound I-85 from near White Horse Road to near Laurens Road and southbound I-85 from near Laurens Road to near SC 14; opened bids Dec. 14, 2010; Rea Construction was low bidder at \$20,508,129; completion date was 11/30/12

ARRA

US 123 in Easley: raise US 123 about 10-ft. to match the grade of the new Prince Perry bridge; Eagle Construction was low bidder at \$4,708,356 for the SCDOT/ARRA project (Taylor & Murphy is the contractor for the remainder of the Town Center infrastructure work); work began 12/21/09 and the contract completion date was 9/30/10; the reconstructed intersection at US 123/Prince Perry Road and the new Prince Perry bridge opened to traffic August 27, 2010

Fairforest Way in Greenville: reconstruct Fairforest Way from Mauldin Road to Ridge Road; opened bids April 2010, with Morgan Corp. low bidder at \$6,045,832; construction began 8/23/10; landscaping installed February 2012 and final paving completed May 2012

Church Street in Greenville: reconstruct Church Street from Reedy River to Augusta Street, providing a four lane roadway with left turn lanes at major intersections and with curb, gutter, sidewalks, bike lanes and landscaping; SCDOT opened bids July 13, 2010 but low bid was 15% over estimate so project was re-bid in October; \$4,299,865.50 contract has been awarded to S&S Construction of Anderson, SC; work began February 2011 with a completion date of 06/30/12; SCDOT is providing up to \$5.1 million (federal + state match; no ARRA funds) for this project, with the City of Greenville responsible for any amount over \$5.1 million; curb/gutter/sidewalk completed late 2011; lighting, irrigation and landscaping completed spring 2012; final paving completed in June

SC 153 Widening Phase I in Anderson County: widen SC 153 to 3 lanes from the Saluda River/county line to Cooper Road; bids were opened January 2010 and Larry Green Grading was low bidder at \$539,990; work began 4/14/10 with substantial completion on 8/31/10

Total ARRA funds obligated within GPATS boundary is approx. \$52.6 million. This includes approx. \$36.9 million for the I-385 Design-Build widening project.

GPATS TIP

SC 101/290 N. Buncombe Road in Greer: widen to 5 lanes from Wade Hampton Blvd to SC 101/290 split; a design contract with Coleman-Snow in the amount of \$535,441 was executed 6/22/09; a public information meeting was held 7/22/10 at Greer City Hall; environmental document approved 12/5/2011, with R/W acquisitions scheduled for late 2012/early 2013 and construction beginning the second half of 2013

Batesville Road in Greenville County: widen 2.2 miles of Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from near SC 14 to Roper Mountain Road; includes new traffic signals at Pelham Falls, Anderson Ridge Road and Roper Mountain Road; executed a design contract 9/23/09 with Vaughn & Melton in the amount of \$630,420; a public information meeting was held November 9, 2010 at Oakview Elementary, with 310 attendees, with a large majority of the comments favoring relocating Batesville Road to the west side of Ebenezer UMC rather than widening the existing road through the cemetery and displacing 100 graves; contract modification in the amount of \$485,184 approved Aug. 2011 to cover relocation around church and new bridge over Rocky Creek, and more extensive environmental documentation; design public hearing anticipated for fall 2012 with R/W acquisitions scheduled for 2013; construction is scheduled to begin 2014 and take about 2 years to complete; \$1.75 million of safety funds are available to supplement guideshare funds on this project

SC 183/Alex Drive Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Alex Drive/Saluda View Rd.; environmental document completed October 2010; construction bids opened July 2012, with Thrift Development the low bidder at \$753,372.20. Anticipate construction beginning October 2012, with a 9/30/13 completion date; \$1.5 million Appalachian COG funds available for this project

SC 183/Jim Hunt Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jim Hunt Road.; environmental document completed October 2010; R/W acquisitions are complete; construction funding is in FY 16; a crest vertical curve on SC 183 will have to be lowered about 3 feet (via a temporary detour lasting approximately 1 week) due to the crash history and to meet sight distance requirements

SC 183/Jameson Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jameson Road.; environmental document completed October 2010; R/W funding is in FY 14 and construction funding is in FY 16

S-107 Butler Road in Mauldin: widen Butler road to 5 lanes with curb, gutter and sidewalks adjacent to Mauldin HS and improve the Bridges/Corn Roads intersection; environmental documentation and R/W plans are complete, and right of

way acquisitions were underway until placed on hold after January GPATS meeting; construction funding is in FY 13; landscaping and irrigation are included with the construction, using enhancement funds matched by the City of Mauldin

Roper Mountain Road in Greenville County: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; public information meeting scheduled for July 31 from 5:00-7:00 pm at the Dove Tree club house, with R/W acquisitions scheduled for second half of 2012 with construction beginning 2013

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; public information meeting held 10/20/11; R/W acquisitions scheduled for late 2012/early 2013 with construction beginning late 2013

SC 153 Extension in Easley: extend SC 153 from US 123 to Saluda Dam Road, including a new bridge over the railroad; the environmental studies/document and R/W acquisitions extend to Saluda Dam Road but the initial construction project stops at Prince Perry Road; the design contract with CECS in the amount of \$2,233,408 was executed 8/25/10; environmental studies are underway; public info meeting held 10/4/11; design public hearing anticipated for fall 2012, with R/W acquisitions scheduled for 2013 and construction for 2014 and 2015

Salters Road in Greenville: widen Salters Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85; a design contract with Transystems in the amount of \$1,146,998 was executed 6/24/10; a contract modification for \$219,910.49 was executed March 29, 2012 due to more extensive environmental studies and documentation than initially anticipated; public information meeting held 2/9/12, with design public hearing anticipated fall 2012, and R/W acquisitions scheduled for 2013 (\$200,000 R/W budget is based on substantial R/W donations so the cost estimate will increase if donations prove not feasible); construction is scheduled to begin late 2013/early 2014

SC 153 Widening Phase II: widen SC 153 to 3 lanes from Cooper Road to near I-85; environmental document approved 8/3/10 and R/W acquisitions are complete; bids opened May 2011 with S&S Construction low bidder at \$528,860, with a completion date of 7/15/12; project is complete

SC 183 @ SC 8 in Pickens: improve the intersections of Farris Bridge Road/Jewel Street, Jewel Street/E. Jones Ave., and improve Jewel Street (SC 8) adjacent to the (former) Pickens HS in the City of Pickens; environmental document approved 7/29/10; right of way funds were obligated 11/29/2010 and the acquisition process is underway; construction is scheduled to begin early 2013

SC 101 @ Fews Chapel/Fews Bridge Roads in northern Greenville County: improve the intersection of O'Neal Road, Fews Chapel Road and Fews Bridge Road by realigning Fews Bridge Road and providing turning lanes and traffic signals; environmental document approved 7/16/10; R/W acquisitions are complete; bids opened July 2012 with Threlko Construction the low bidder at \$1,185,594.43, with a completion date of 9/30/13

Woodruff Road/I-85 Ramp Modifications in Greenville: improve the NB I-85 exit ramp at Woodruff Road, the Woodruff Road/Carolina Point Parkway intersection and the WB Woodruff Road entrance ramp to I-85; R/W acquisition and construction are anticipated to be accomplished as a part of the I-85/385 design-build project

Woodruff Road @ Garlington/Miller Roads in Greenville: improve the intersection of Woodruff Road at Garlington/Miller Roads by providing additional turning lanes; R/W acquisition and construction are anticipated to be accomplished as a part of the I-85/385 design-build project

SC 290 @ SC 253 in northern Greenville County: improve the intersection of Locust Hill Road and Mountain View Road in the Sandy Flat community; a public information meeting was held 1/20/11, with the majority of comments opposed to aligning SC 253 with Pine Log Ford Road; an alternate design with the intersection closer to the existing location was prepared and both designs were presented at a follow-up public information meeting on 10/11/11; based on public feedback, SCDOT is moving forward with a "signalized" design that improves the skew angle but keeps the intersection

as close as possible to the existing location and maintains the Keller Road/SC 290 intersection; SCDOT will mail a flyer to advise the community of the revised design; environmental studies/documentation are underway with R/W acquisitions scheduled for 2013 and construction for 2014

Brushy Creek Road @ Pearson/Nancy Streets in Easley: improve the intersection of Brushy Creek Road and Pearson/Nancy Streets in the City of Easley; environmental document was approved 2/22/10, the R/W acquisition process was initiated 4/22/10 and is complete; bids were opened April 2011 with Sloan Construction the low bidder at \$1,468,140; construction completion date has been extended 27 days (from 6/22/12 to 7/19/12) due to unexpected obstacles in drainage construction; this is a jointly funded project with the Pickens CTC providing PE funding and \$465,000 of construction funds; project is complete

Brushy Creek Road @ Strange/Kimbrell Roads adjacent to Eastside HS: improve the intersection of Brushy Creek Road at Strange/Kimbrell Roads by providing additional turning lanes; anticipate public information meeting fall 2012 with R/W acquisitions scheduled for 2013 and construction for 2014

US 178 Ann Street in the City of Pickens: this is a jointly funded project with the Pickens CTC; the intent is to improve US 178 from Main Street to just beyond the Jones Street intersection; the CTC through their consultant (Transystems) will prepare R/W and construction plans utilizing CTC funds, and contribute approx. \$1.4 million towards construction; SCDOT will prepare the environmental document, and manage the R/W, utility relocation and construction phases; a public information meeting was held Feb. 2, 2012 at the new Pickens High School; R/W acquisitions are scheduled for the first half of 2013 with construction beginning fall 2013

SC 146 Woodruff Road Widening in Greenville County: widen Woodruff Road between Scuffletown and Bennetts Bridge Roads; surveys are complete and preliminary design underway, with the R/W phase scheduled for 2013 with construction beginning in 2014

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County; add dual left turn lanes at Five Forks Road and at Bethel Road, and add one lane in each direction to SC 14 between the 2 intersections; PE phase has been initiated and surveys requested; R/W acquisitions scheduled to occur in FY 15 with construction beginning in FY 16

Roper Mountain Road Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County; widen to 3 lanes with curb/gutter/sidewalk; consultant selection is underway; R/W acquisitions scheduled for FY 15/16 with construction beginning in FY 17

Roper Mountain Road (S-548) improvements between Roper Mountain Ext. and I-85; widen to 3 lanes with curb/gutter/sidewalk; consultant selection is underway; R/W acquisitions scheduled for FY 15/16 and with construction beginning in FY 17

Butler Road (S-107) improvements between Corn/Bridges Roads and Laurens Road (US 276) in the City of Mauldin; PE is scheduled to begin FY 13, with R/W acquisitions in FY 16/17; construction phase is beyond the 6-Year TIP window

Batesville Road (S-164) improvements between The Parkway and Pelham Road in Greenville County; anticipated improvements include widening to three lanes with sidewalks; PE is scheduled to begin FY 16; R/W and construction phases beyond the 6-Year TIP period

US 25 White Horse Road in Greenville County: bids were opened April 2010 with Eagle Construction the low bidder at \$17.6 million; construction began 7/14/10 with a contract completion date of 9/30/12

Please contact SCDOT Program Manager Tommy Elrod with any questions or comments.

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MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 13, 2012

SUBJECT: Hampton Avenue Extension Bridge

The Hampton Avenue Extension Bridge, scheduled for demolition on August 30, 2012, has been brought before the GPATS Policy Committee on occasion over the past decade for the possibility of replacing the unsafe and closed vehicular bridge with a new pedestrian bridge. At this time, while the existing bridge is to be removed, no replacement bridge is scheduled to be erected in its place.

John Owings with GPATS Staff will be presenting a brief history and status of the existing bridge, and Greenville County Councilor and GPATS Policy Committee member Xanthene Norris wishes to make a statement regarding the importance of replacing the bridge. In addition, Ken Kolb with Furman University will be presenting information that has been gathered regarding the project and the affected communities.

Please find attached the location of the project and the SCDOT assessment of replacing the existing bridge.

This item is being presented for information only at this time, with the expectation of future motions on the project.

For additional information on the bridge and the Furman University study, visit the links below:

- (1) Summary of findings: goo.gl/c1lrO
- (2) Mini-Documentary (10 minutes): <http://youtube/VIHOYA4ZX9w>
- (3) Greenville News article: "Southernside links future to bridge as bridge closure isolates community" <http://grnol.co/KbEn5k>
- (4) Greenville News editorial: "Don't further isolate Southernside" <http://grnol.co/MlrdY5>



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MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 13, 2012

SUBJECT: LRTP Update and Draft Project List

The GPATS 2035 Long-Range Transportation Plan is proceeding at a quick pace, with the preliminary Travel Model Networks being completed in late-July. Staff has been analyzing the results and assessing the new projects for their effectiveness. Large-format maps of these networks will be displayed at the Policy Committee meeting.

Attached please find, for information and review, the DRAFT project lists for the LRTP. Of note, please review the projects in **bold**, which are new to the 2035 Plan. These projects have been ranked according to the same criteria as the previous LRTP. The old projects will be reassessed for any changes; however, any alterations should be very minor.

Staff will be presenting these lists for comments and questions, and then making additions, subtractions and alterations as needed.

Final projects lists will be generated for public meetings in Greenville and Pickens counties at the end of August ahead of final review by the Study Team and adoption by the Policy Committee in September.

This item is being presented for information only at this time, with the expectation of future motions to adopt the LRTP.

TABLE 1: GPATS HIGHWAY PROJECTS

						Scoring																Cost				
County	Project Name	Termini	Project Scope	Notes	Score Existing Traffic	Score Future Traffic	Score V/C Improvement	Network Connectivity	System Continuity	Freight Benefits	Corridor Safety	Multimodal Safety	Access management	Compact Urban Centers	Non-Auto Transportation	Environmental Justice	Environmental Natural Features	Cultural Community Resources	Impact Homes or Businesses	Topography	Cost per Capacity-Mile	Old Score	Est. Cost per Mile (Mil)	Est. Project Cost (Mil)		
New	Greenville	Woodruff Road Parallel	Verdae to Miller	New 4-lane Divided Parkway	Replaces Park Woodruff and Verdae Pointe	10	10	10	4	0	2	10	4	5	0	9	2	-1	1	-4	-2	-2	58			
New	Anderson	SC-153	US-123 to I-85	LTLs and functional Improvements		8	10	4	4	2	6	4	1	0	3	4	-2	2	-2	0	1	49				
L RTP	Pickens	US 123	SC 93 to SC 8	6 lane with median	Restripe existing 72' roadway, access management	6	10	6	4	4	4	7	0	1	0	0	0	0	0	0	0	2	44	\$0.5	\$1.0	
	Greenville	Park Woodruff Ext	Carolina Point to Miller Rd	New 2 lane Secondary		8	10	0	2	0	11	4	5	0	6	2	-1	0	-2	0	0	-2	43	\$4.5	2.7	
	Greenville	Grove Road	White Horse Rd. (US 25) to Faris Rd.	3 lane and 5 lane	Five lanes south of Old Grove Road	8	10	4	4	2	4	0	4	0	0	6	7	-2	-1	-2	0	-2	42	\$4.5	4.1	
New	Greenville	Harrison Bridge Road	Fairview to Neely Ferry	5 Lanes	vs Rocky Creek/Harrison Bridge Project	8	10	8	2	0	0	4	4	0	0	6	4	0	0	-2	0	-2	42			
	Greenville	Verdae Point Drive	Verdae to Carolina Point	New 2 lane Secondary		6	10	0	2	0	7	4	4	0	6	7	-2	0	-2	-1	0	-2	39	\$10.6	9.5	
L RTP	Greenville	Miller Road	Woodruff Rd to Old Mill Rd	Improved 2 lane	Left turn lanes at major intersections	3	10	2	4	0	0	4	4	0	4	6	6	-2	1	-2	0	-2	38	\$2.4	\$6.2	
L RTP	Greenville	Hudson Road	Pelham Rd to Devenger Rd	3 lane	Fit within existing 60' Right of Way	10	10	4	4	2	0	4	0	0	6	2	0	1	-2	0	-2	37	\$4.5	\$5.4		
	Pickens	SC 8	St Paul Rd to SC 135	3 lane		6	10	6	2	0	4	4	2	0	0	0	0	2	-2	0	1	35	\$4.5	12.6		
New	Greenville	SC-418	Greenpond to Durbin	Corridor Functional Improvements		3	10	2	4	0	4	0	4	0	2	6	4	-1	1	-4	0	-1	34			
L RTP	Pickens	Powdersville Road	SC 153 to US 123	Improved 2 lane	Left turn lanes at major intersections	6	10	6	4	0	0	4	2	4	0	1	0	0	-2	0	-2	33	\$4.5	\$14.7		
New	Greenville	Howel Road	E. North to Edwards	3/5 Lanes		6	8	8	2	0	0	0	4	0	0	6	4	-1	1	-4	0	-1	33			
New	Greenville	Bridges Road	I-385 to Holland	3 Lanes		8	8	4	2	0	0	0	4	0	0	6	4	0	0	-2	0	-1	33			
New	Greenville	E. Butler Road	City Hall to Murray	4/5 Lanes		6	8	6	2	0	4	0	0	5	6	2	-1	0	-4	0	-1	33				
	Greenville	Woodruff Road	Woodruff Industrial to Smith Hines	7 lane	High Right of Way Cost, business impacts	8	10	2	2	2	4	11	0	1	0	0	-1	-1	0	-6	0	-1	31	\$8.0	11.4	
L RTP	Pickens	Saluda Dam/Olive	SC 8 to Prince Perry	3 lane		0	3	0	4	2	2	3	4	4	4	6	4	-2	0	-2	0	-2	30	\$4.5	\$17.6	
L RTP	Greenville	Pelham St Ext	SC 14 to I-385 Frontage Road	New 2 lane Secondary		0	8	0	4	2	4	4	4	6	0	-2	0	-2	0	0	-2	30	\$12.5	\$10.0		
New	Greenville	University Ridge Extension	University Ridge to Pendleton	New 2/3-lane Road/Realignment		3	8	6	2	4	0	4	6	4	0	9	-6	0	-1	-6	-1	-2	30			
New	Greenville	Salters Road	Woodruff to Verdae	Realignment with Mall Connector		0	3	4	0	2	0	7	6	0	0	9	2	-1	1	-2	-1	-1	29			
L RTP	Greenville	Forrester Drive	Bi-Lo Drive to Millenium Parkway	4 lane with median		0	6	4	2	2	0	1	4	5	0	3	3	-2	0	-2	0	2	28	\$2.0	\$2.6	
New	Greenville	E. Butler Road	Verdin to Woodruff	3 Lanes		0	3	2	4	0	4	7	4	0	0	6	4	-1	0	-4	0	-1	28			
	Pickens	Blacksnake/Adger/135	SC 93 to SC 8	Improved 2 lane	Left turn lanes at major intersections	3	8	8	4	2	0	1	0	4	0	0	1	-3	1	0	0	-2	27	\$2.4	5.8	
New	Greenville	Beatie/College Corridor	Church to Academy	Road Diet and functional improvements		0	0	6	4	0	0	0	6	0	2	9	1	0	0	-2	0	1	27			
L RTP	Greenville	East Washington St Ext	US 276 to Lowndes Hill Rd	New 2 lane Secondary		3	3	0	2	0	0	4	4	0	9	7	-2	0	-2	0	-2	26	\$4.5	\$4.7		
	Greenville	Woodruff Road	Bennetts Bridge (SC 296) to Lee Vaughn (SC 417)	Improved 2 lane	Most intersections already improved by developers	0	6	2	4	2	2	7	0	0	1	1	0	0	-1	0	-1	0	2	26	\$1.0	2.6
	Greenville	Conestee Road	Mauldin Rd to Fork Shoals	3 lane		6	8	2	2	0	2	4	0	0	3	2	-4	2	0	-1	-2	26	\$4.5	4.5		
New	Greenville	W. Georgia Road	Neely Ferry to E. Standing Springs	5 Lanes		0	6	8	2	0	0	0	4	0	0	6	4	-1	1	-2	0	-2	26			
	Greenville	Fairview Street	N. Nelson to SC 14	3 lane		0	10	6	2	0	4	0	0	0	0	6	-1	2	-2	0	-2	25	\$3.9	5.5		
L RTP	Pickens	Brushy Creek Road	US 123 to Laurel Drive	3 lane		8	10	2	2	0	0	0	2	0	5	-1	0	1	-2	0	-2	25	\$4.5	2.7		
	Greenville	Garlington Road	Woodruff Rd to Roper Mountain Rd	Multilane	Assymetrical four lane (add one southbound lane)	6	10	0	2	2	0	2	4	0	3	1	-2	0	-4	0	-2	24	\$4.5	\$5.9		
New	Greenville	Holly Ridge Road	Ridge to West Butler	New 2/3-lane Road		3	6	6	2	0	0	4	4	0	6	1	0	0	-6	0	-2	24				
	Greenville	Bridges Road	Butler Road to I-385	4 lane	Assymetrical 4 lane (4 lanes fit existing overpass)	0	6	6	0	2	0	3	4	0	0	6	1	0	0	-4	0	-1	23	\$7.0	2.8	
	Anderson	SC 153	Three Bridges Road to I-85	6 lane divided		3	8	4	4	0	4	0	0	0	0	1	-3	0	0	0	1	22	\$7.0	11.9		
New	Anderson, Greenville	SC 86	SC 20 to SC 81	Improved 2 lane	Left turn lanes at major intersections (1.2 miles exist)	6	10	0	4	0	4	0	2	0	1	1	-4	0	0	0	-2	22	\$2.4	12.1		
New	Greenville	W. Georgia Road	Maple to Kemet	3 Lanes		3	10	4	0	0	0	4	0	0	6	1	-1	0	-4	0	-1	22				
New	Greenville	SC-418	I-385 to Fork Shoals	3/5 Lanes		0	8	2	2	0	4	0	4	0	0	6	1	0	-4	0	-1	22				
	Greenville	Pine Knoll/Waddell	Rutherford Rd to Wade Hampton Blvd	Improved 2 lane	Left turn lanes at major intersections	6	8	0	4	2	0	4	0	0	0	1	-2	0	0	0	-2	21	\$2.4	3.6		
	Greenville	Bennetts Bridge Road	Woodruff to Brockman McClimon	4 lane with median		3	10	8	2	0	0	0	0	0	0	0	-3	0	0	0	1	21	\$6.0	18.0		
	Greenville	Fairview Road	Harrison Bridge to SC 418	Improved 2 lane	Left turn lanes at major intersections	0	8	0	2	2	0	11	2	0	0	1	-2	0	-2	0	-2	20	\$2.4	7.0		
	Pickens	Farrs Bridge Road	Groce Road to Hamburg Road	4 lane with median		0	6	8	4	2	4	4	1	0	0	1	1	-6	-4	-2	-1	2	20	\$6.0	21.0	
	Greenville	Boiling Springs Road	Pelham to Phillips	Improved 2 lane	Left turn lanes at major intersections	6	10	0	2	0	0	2	0	0	2	1	-1	-1	0	0	-2	19	\$2.4	2.4		
	Pickens	US 178	Carolina Drive to US 123	3 lane		0	3	0	4	0	4	7	2	0	0	3	0	0	-1	0	-1	-2	19	\$4.0	5.6	
New	Greenville	Miller Road	Corn to Shadecrest/Shadecrest to US-276	Widen to 3 lanes, New 3 lane road		0	0	0	2	0	0	7	4	4	2	6	2	-1	0	-6	0	-1	19			
	Pickens	Prince Perry Road	US 123 to Saluda Dam Rd	3 lane		0	6	0	2	0	0	11	0	4	0	0	1	-3	0	-2	0	-2	17	\$4.5	7.2	
	Pickens	Farrs Bridge Road	Hamburg Road to SC 135	Improved 2 lane	Left turn lanes at major intersections	0	3	0	2	2	4	7	0	0	0	0	0	-1	0	0	-2	15	\$2.4	9.6		
L RTP	Pickens	LEC Road Ext.	McDaniel Ave to Secona Rd	New 2 lane Secondary		0	0	0	4	0	4	0	4	3	0	-1	0	-2	0	0	-2	14	\$4.5	\$1.4		
New	Greenville	Milford Church Road	SC 290 to SC 101	3 Lanes		0	0	6	2	0	0	4	0	0	6	1	-2	0	-2	0	-1	14				
L RTP	Greenville	Valley View Drive	SC 14 to I-385 Frontage	2 lane Secondary		0	0	0	4	2	4	0	4	4	0	1	-2	0	-2	0	-2	13	\$4.5	\$3.9		
	Anderson, Pickens	SC 8 US 178 Connector	SC 8 to US 178	New 2 lane Primary		0	0	0	4	4	4	0	4	0	5	-4	0	-2	0	0	-2	13	\$4.5	27.0		
	Greenville	St. Mark Road	Wade Hampton to SC 290	Improved 2 lane	Left turn lanes at major intersections	0	0	0	4	0	2	2	2	0	3	3	0	1	-2	0	-2	13	\$4.0	8.0		
New	Greenville	Edwards Road	Pleasantburg to Howell	3 Lanes		0	0	2	4	0	0	4	0	0	6	1	-1	2	-4	0	-1	13				
New	Greenville	S. Buncombe Road	Old Highway 14 to County Line	3 Lanes		0	0	4	2	0	0	4	0	0	6	1	-1	0	-2	0	-1	13				
	Greenville	Roper Mountain Road	Feaster Rd to SC 14	Improved 2 lane	Left turn lanes at major intersections	0	6	0	2	2	0	0	0	4	0	3	1	-2	0	-2	0	-2	12	\$2.4	2.2	
New	Greenville	SE Main Street	Richardson to Fairview	5 Lanes		0	0	0	0	4	0	4	0	2	6	1	0	0	-4	0	-1	12				
New	Greenville	Quillen Avenue	SC-14 to Cross	3 Lanes		0	0	4	2	0	0	4	0	0	6	1	1	1	-6	0	-1	12				
	Greenville	Batesville Road	Anderson Ridge to Woodruff	3 lane	Build within existing 66' ROW	0	6	0	2	2	4	0	0	0	0	0	-1	0	-2	0	-2	11	\$4.5	8.6		
	Greenville	Butler Road	Holland to Woodruff	3 lane		0	3	0	2	2	0	4	0	0	3	1	0	0	-2	0	-2	11	\$4.5	2.3		
	Greenville	Ben Hamby Ext	Pelham to Batesville	New 4 lane Parkway		3	8	0	0	2	0	4	0	0	1	-3	0	-2	-1	-1	-2	9	\$4.5	2.7		
New	Greenville	Gibbs Shoals Road	Batesville to SC-14	Expansion of 3-lane sections		0	3	2	0	0	0	4	0	0	6	1	-2									

Table 2: GPATS Intersection Projects

Project Name	Area	County	Score	Crashes	Major Route ADT	Minor Route ADT	Main Route ADT	Minor Route AADT Counts	Total AADT Counts	Crash and AADT Points	Facility Type Improved	Development Type Served	Angle of Intersection	Offset Intersection	Fatalities	5-Point Intersection	Limited Sight Distance	Signalized with No Left Turn Lanes
New	Farrs Bridge (SC 183)/Hunts Bridge/Sulphur Springs	West Greenville	Greenville	19	3	3	3	11800	6300	18100	9	3	3	2	0	1	1	0
New	Augusta Rd. and Old Augusta Rd.	Greenville	Greenville	19	3	3	3				9	3	2	3	1	1	0	0
	Reid School and Edwards Mill	Eastside	Greenville	17	1	1	0				0	0	0	0	0	0	0	0
	Wade Hampton and SC 101	Greer	Greenville	16	1	1	0				0	0	0	0	0	0	0	0
	Brushy Creek and Crestview	Easley	Pickens	16	1	3	3	4700	5100	9800	7	3	3	3	0	0	0	0
New	Farrs Bridge (SC 183) and Hamburg	Pickens	Pickens	16	2	3	3	6200	5100	11300	8	3	1	3	1	0	0	0
New	Butler and US-276	Mauldin	Greenville	16	3	3	3				9	3	3	1	0	0	0	0
New	Intersection of Main and Curtis (LTLs)	Simpsonville	Greenville	16	2	3	3				8	3	3	1	0	0	0	1
New	Main St. (Pickens) and Ann/Pendleton (realignment)	Pickens	Pickens	16	1	3	3				7	3	3	1	1	0	1	0
	SC 14 and Loma St.	Simpsonville	Greenville	15	1	1	0				0	0	0	0	0	0	0	0
	Blue Ridge (SC 253) and Perry	Greenville	Greenville	15	1	1	0				0	0	0	0	0	0	0	0
	Locust Hill (SC 290) and N Rutherford	Greer	Greenville	15	1	1	0				0	0	0	0	0	0	0	0
	SC 8 and St. Paul Rd./Three and Twenty Rd.	Powdersville	Anderson	15														
	Wade Hampton (US 29) and Gap Creek Rd	Greer	Spartanburg	15	1	3	3	25700	3800	29500	7	3	2	3	0	0	0	0
New	US-29 @ St. Marks Rd. (LRLs)	Greenville Co.	Greenville	15	3	3	3				9	1	2	1	0	1	0	1
New	Miller and Hamby (alt. Hamby and Smith Hines)	Mauldin	Greenville	15	2	3	3				8	2	2	2	0	0	1	0
New	Intersection of Main and College (LTLs)	Simpsonville	Greenville	15	3	3	1				7	3	3	1	0	0	0	1
	Main St. (Greer) and Brushy Creek	Greer	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Harrison Bridge and Neely Ferry	Simpsonville	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Blue Ridge (SC 253) and N Franklin	Greenville	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	SC 14 and Taylor	Greer	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Sandy Flat (SC 253) and Jackson Grove	Greer	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Lee Vaughn (SC 417) and Scuffletown	Enoree	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	State Park (SC 253) and Altamont	Travelers Rest	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	SC 418 and Fork Shoals	Southside	Greenville	14	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Main Street (SC 93) and Pendleton St.	Easley	Pickens	14	1	3	3	14500	9700	24200	7	3	3	1	0	0	0	0
	5th St. and 2nd St.	Easley	Pickens	14	1	3	3	8500	3600	12100	7	2	2	1	1	0	0	1
	Moorefield Memorial (US 178) and Mauldin Lake	Pickens	Pickens	14	3	3	1	6900	1000	7900	7	3	1	2	0	0	0	1
	Main (Liberty) and Summit	Liberty	Pickens	14	2	3	3	8700	4300	13000	8	3	1	2	0	0	0	0
	Moorefield Memorial (US 178) and Rices Creek	Liberty	Pickens	14	3	3	2	8700	3400	12100	8	3	1	1	0	0	0	1
	Saluda Dam and Prince Perry	Easley	Pickens	14	2	3	3	4900	4400	9300	8	2	2	1	0	0	0	1
New	W. Butler and Ashmore Br.	Mauldin	Greenville	14	2	3	3				8	2	3	1	0	0	0	0
New	US-123 @ Dogwood/Pilgrim (signal and turn lanes)	Easley	Pickens	14	1	3	2				6	3	3	1	1	0	0	0
	Ashmore Bridge and Fowler Circle	Mauldin	Greenville	13	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Main Street (SC 14) and Howard Dr.	Fountain Inn	Greenville	13	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Buncombe and Brushy Creek	Greer	Greenville	13	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Butler and Murray	Mauldin	Greenville	13	2	3	1	16300	1000	17300	6	2	3	1	1	0	0	0
	SC 8 and Garrison	Piedmont	Greenville	13	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	State Park and E Mountain Creek	Greenville	Greenville	13	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	Tigerville and Jackson Grove	Travelers Rest	Greenville	13	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	SC 20 and Main Street (SC 86)	Piedmont	Greenville	13	1	3	3	5200	4900	10100	7	3	2	1	0	0	0	0
	Liberty St (SC 93) and Ross Rd.	Easley	Pickens	13	1	3	3	12400	10800	23200	7	2	2	1	0	1	0	0
	Moorefield Memorial (US 178) and LEC Rd	Pickens	Pickens	13	2	3	2	6900	3000	9900	7	3	1	1	0	0	0	1
	Moorefield Memorial (US 178) and Belle Shoals	Pickens	Pickens	13	2	3	2	6900	2200	9100	7	3	1	1	0	0	0	1
	Three Bridges Road at Powdersville Main	Powdersville	Anderson	13														
New	Three Bridges and Old Powdersville Main	Anderson Co.	Anderson	13	1	3	1				5	2	2	3	0	0	0	1
New	SC-81 and Circle Rd	Anderson Co.	Anderson	13	1	3	1				5	3	2	2	1	0	0	0
New	Old Stage and Old Laurens	Mauldin	Greenville	13	2	3	1				6	3	2	2	0	0	0	0
	SC 81 at Circle Road	Powdersville	Anderson	12														
	New Easley Highway (US 123) at Rison Road	West Greenville	Greenville	12														
	Farrs Bridge (SC 183) and Dacusville Highway	Pickens	Pickens	12	2	3	2	5200	3400	8600	7	3	1	0	0	0	0	1
	Bethel and Bridges	Golden Strip	Greenville	12	1	3	2	6500	3300	9800	6	2	2	1	0	0	0	1
New	SC-183 @ Old Farrs Br. Rd. (LTL @ lane reduction)	Greenville Co.	Greenville	12	3	3	1				7	3	1	1	0	0	0	0
New	Miller and Oak Foreste	Mauldin	Greenville	12	1	3	1				5	2	2	3	0	0	0	0
New	Intersection of Jonesville and Stokes (realignment)	Simpsonville	Greenville	12	2	2	1				5	1	2	3	0	0	0	1
New	SC 101 at Pennington Rd	Greenville Co.	Greenville	11	2	2	1				5	3	1	1	0	0	1	0
New	Edwards Rd at Botany Rd (signalization)	Greenville Co.	Greenville	11	1	3	1				5	2	2	1	0	0	0	1
New	SC86 and Wigginton Rd.	Anderson Co.	Anderson	11	1	3	1				5	3	1	1	0	0	0	1
New	Miller and Old Mill	Mauldin	Greenville	11	1	2	2				5	2	2	2	0	0	0	0
	Bethel and Tanner	Golden Strip	Greenville	10	1	2	1	3300	1000	4300	4	2	2	1	0	0	0	1
New	Miller and Burning Bush	Mauldin	Greenville	10	1	3	1				5	2	2	1	0	0	0	0
New	Intersection of W. Georgia and Neely Ferry (RTLs)	Simpsonville	Greenville	10	2	2	2				6	2	1	1	0	0	0	0
New	Intersection of N. Maple and W. Georgia (LTLs)	Simpsonville	Greenville	9	1	1	1				3	2	3	1	0	0	0	0
New	Miller and Murray	Mauldin	Greenville	8	1	1	1				3	2	2	1	0	0	0	0