

Fiscal Year 2020 - 2025 Transportation Improvement Program



Greenville-Pickens Area Transportation Study

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Introduction

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

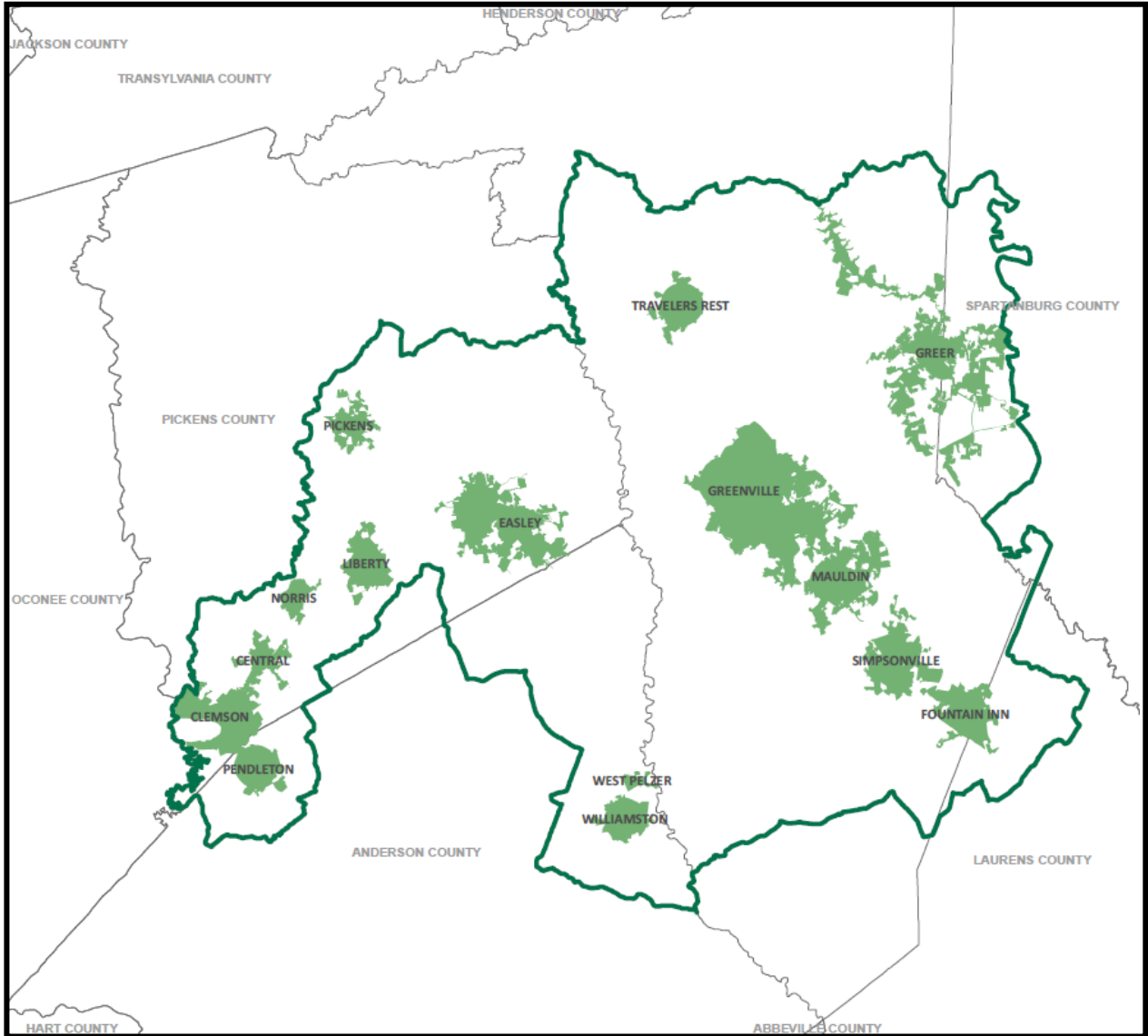
Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or more to create an MPO. Each MPO must develop a cooperative, comprehensive, and continuing transportation planning process in order to qualify for Federal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

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

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

Projects included in the GPATS TIP are scheduled for implementation over FY 2020-2025. When projects are added to the TIP, they are prioritized based on area-wide needs and in accordance with SC Act 114. Project priorities result from the placement of the project in the long-range plan, funding availability, and the scheduling requirements of the state and federal governments. Highway projects are included in the TIP to reflect activities ranging from pre-construction activities, right of way acquisition, and construction. Transit projects also are included to reflect planning, operating expenses, and capital funds. Most large projects are funded in phases over several years, while smaller projects may be fully funded in a single year in the TIP. Regardless of schedule, a project must be included in the TIP in order to be eligible for funding. When a project advances to the TIP, initial planning for the project has been completed and implementation begins.

Figure 1: GPATS Study Area



Counties

Greenville County
Pickens County
Anderson County
Spartanburg County
Laurens County

Municipalities

Greenville
Greer
Mauldin
Simpsonville
Fountain Inn

Traveler's Rest

Easley
Clemson
Central
Pickens
Liberty
Norris
Pendleton
Williamston
West Pelzer
Pelzer

Process

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

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

Representation	Name
Greenville County Council	Butch Kirven (Chair)
Pickens Legislative Delegation	Sen. Rex Rice (Vice-Chair)
Greenville Legislative Delegation	Sen. Karl B. Allen
Greenville Legislative Delegation	Rep Mike Burns
Greenville Legislative Delegation	Sen. Ross Turner
Greenville Legislative Delegation	Sen. Dwight Loftis
Greenville Legislative Delegation	Rep. Garry Smith
Greenville County Council	Liz Seman
Greenville County Council	Xanthene Norris
Greenville County Council	Willis Meadows
Greenville County Council	Dan Tripp
Mayor of Greenville	Knox White
Mayor of Greer	Rick Danner
Mayor of Simpsonville	Janice Curtis
Mayor of Mauldin	Dennis Raines
Mayor of Travelers Rest	Brandy Amidon
Mayor of Fountain Inn	Sam Lee
Pickens Legislative Delegation	Rep. Neal Collins
Pickens County Council	Roy Costner
Pickens County Council	Carl Hudson
Mayor of Easley	Larry Bagwell
Mayor of Pickens	David Owens
Mayor of Clemson	J.C. Cook
Mayor of Liberty	Brian Petersen
Anderson Legislative Delegation	Sen. Richard Cash
Anderson County Council	Jimmy Davis
Mayor of Williamston	Mack Durham
SCDOT Commissioner, District 3	Ben Davis
SCDOT Commissioner, District 4	Woody Willard
Greenville Transit Authority Board Chair	George Campbell

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

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

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

Products

Transportation Improvement Program (TIP)

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

The priority of the projects in the TIP is established through consultation between the Study Team and Policy Committee. The Study Team ranks projects based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure. The Policy Committee may adjust and modify the Study Team recommendations based on policy considerations and available funding.

Long Range Transportation Plan (LRTP)

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

The LRTP includes highway construction projects, congestion management projects, freight-related projects, mass transit projects, and bicycle and pedestrian projects. Projects are evaluated and ranked based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure.

Unified Planning Work Program (UPWP)

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

Public Involvement

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

Performance Measures and Targets

Performance management uses information collected from the system to make investment and policy decisions. Performance-Based Planning and Programming (PBPP) refers to the methods transportation agencies use to apply performance management within their planning and programming processes to ensure that long-term and short-term transportation investment decisions are based on the ability to meet established goals. As a federal requirement, MPOs are responsible for developing LRTPs and TIPs through a performance-driven, outcome-based approach to planning. This involves measuring regional performance in seven national goal areas: Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, Environmental Stability, and Reduced Project Delivery Delay. Each of these goal areas has been assigned one or more performance measures, for which GPATS is required to set targets for over the following years. Some of these targets have already been set and are listed below. For more details about the target setting process please refer to the Horizon2040 Long Range Transportation Plan, which can be found at <http://www.gpats.org/plans/horizon2040>. All projects programed into the TIP are done so with meeting at least one or more of these targets in mind.

Safety

Safety is extremely important in the GPATS region and the State. South Carolina has the highest fatality rate in the nation, and in response announced a long-term goal of zero traffic-related deaths in the Strategic Highway Safety Plan called Target Zero. As required by Federal Regulation, SCDOT evaluated and was required to report on safety targets for five measures on August 31, 2019. On October 21, 2019, GPATS Policy Committee elected to adopt and support the State's targets during the 2020 performance period. These targets will continue to be reviewed and modified annually. The current GPATS targets can be found below:

SAFETY TARGETS BASELINE (2014-2018 AVERAGE)					
	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	969.4	1.804	2961.6	5.545	380.8
SC Targets	1011	1.819	2781	4.98	380
GPATS Baseline	97.4	1.70	322.4	5.66	48.4

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

Transit Asset Management (TAM)

Transit Asset Management (TAM) plans have been employed to inform the distribution of transit funds based on the condition of transit assets. South Carolina has created a Group TAM Plan for rural transit agencies in the state, and larger transit agencies have been tasked with creating their own TAM plans to serve their differing needs. For this reason, Greenlink and CATbus have created separate TAM plans with annual targets for different asset classes. Targets have been established for 2019-2023. 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 will consider these targets moving forward. The 2020 TAM targets can be found below:

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

2020 TRANSIT ASSET MANAGEMENT TARGETS (CATbus)			
Category	Class	Performance Measure	2020 Target
Rolling Stock	Articulated Bus	% of revenue vehicles that have met or exceeded their ULB	60%
	Bus	% of revenue vehicles that have met or exceeded their ULB	90%
	Van	% of revenue vehicles that have met or exceeded their ULB	10%
Equipment	NonRevenue/Service Automobile	% of vehicles that have met or exceeded their ULB	70%
	Trucks and other Rubber Tire Vehicles	% of vehicles that have met or exceeded their ULB	40%
	GPS Units	% of asset class that has met or exceeded their ULB	5%
Facilities	Administration	% of facilities with a condition rating below 3.0 on TERM Scale	10%

Infrastructure Condition

South Carolina is in need of extensive infrastructure repair and replacement. Specifically, the GPATS region needs extensive repairs to its non-Interstate National Highway System. GPATS Guideshare funding does not typically cover repaving. However, any GPATS project that is programmed and completed will improve the infrastructure in that area. Federal Regulations required state departments of transportations (DOTs) to establish and report quadrennial (4-year) targets for six infrastructure condition performance measures by May, 20th 2018. SCDOT created 4 –year targets for Interstate pavement condition and 2- and 4-year targets for non-Interstate pavement condition and bridge conditions. For the 2019 performance period, GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018. Future projects programed into the TIP will consider these targets, which can be seen below.

Infrastructure Condition Targets & Baseline (2016 Average)			
	Pavement (Interstate)	Pavement (Non-Interstate NHS)	Bridges
SC Baseline	61.4% Good 1.7% Poor	10% Good 2.6% Poor	41.6% Good 4.2% Poor
SC 2-Year Targets	N/A	14.9% Good 4.3% Poor	42.2% Good 4% Poor
SC 4-Year Targets	71% Good 3% Poor	21.1% Good 4.6% Poor	42.7% Good 6% Poor
GPATS Baseline	68.67% Good 0.36% Poor	2.98% Good 28.75% Poor	95.9% Good 4.1% Poor

System & Freight Reliability

System reliability refers to the amount of time a user spends traveling through a roadway and whether this time is consistent with the travel time the road is expected to facilitate. GPATS sees most of its unreliability on the Interstate system, largely due to ongoing construction projects and/or capacity deficiencies. Federal regulations required state DOTs to establish and report 4-year targets for three system and truck travel time reliability performance measures by May 20, 2018. For the 2019 performance period, GPATS Policy Committee elected to adopt and support the State targets on October 15, 2018. All projects programmed into the TIP will consider positive and negative impacts to system and freight reliability. The targets can be found below:

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

Funding

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

Guideshare Funds

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

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

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

Exempt Projects

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

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

Transportation Alternative Program Projects

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

Eligible TAP Activities include:

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

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

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

Streetscape Improvements, that:

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

Safe Routes To School Program, that:

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

State Infrastructure Bank Projects

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

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

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

Federal Transit Administration Projects

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

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

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

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

TIP Amendment Process

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

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

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

Types of TIP Amendments

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

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

Minor Amendment

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

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

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

Major Amendment

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

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

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

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

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

Certification

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

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

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

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

GPATS Transportation Improvement Program Financial Statement

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

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

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2020-2025 FINANCIAL STATEMENT

Amendment/Correction Version AC#0

TIP Approved 06/03/2019 | AC#0 Approved 06/03/2019

(COST IN THOUSANDS)	TIP											TIP COST (2020-2025)
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025					
GUIDESHARE ALLOCATION	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$108,468
DEBT SERVICE	(\$3,465)	(\$2,402)	(\$2,407)	(\$420)	(\$420)	\$0	\$0	(\$5,648)				(\$5,648)
SCDOT SIGNAL RETIMING	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	(\$900)	(\$2,400)				(\$2,400)
ALLOCATION AVAILABLE FOR PROJECTS	\$14,463	\$15,526	\$15,521	\$17,508	\$17,508	\$17,178	\$17,178	\$100,420				\$100,420
CARRYOVER AVAILABLE FROM PREVIOUS FY	\$13,382	\$6,475	\$ (0)	\$ 5,163	\$ 8,771	\$ 12,330	\$ 15,758					
GUIDESHARE SUBTOTALS	\$ (21,350)	\$ (22,500)	\$ (9,859)	\$ (13,900)	\$ (13,900)	\$ (1,800)	\$ (1,800)	(\$77,759)				(\$77,759)
SCDOT GUIDESHARE ADVANCEMENT		\$ 489										
GUIDESHARE PAYBACK			\$ (489)									
BALANCE	6,475	(0)	5,163	8,771	12,330	13,758	29,136	29,136				29,136

FY2025 GUIDESHARE SUMMARY	
REVENUES	\$108,468
ALLOCATION CARRYOVER	\$13,382
EXPENDITURES	(\$77,759)
DEBT	(\$5,648)
OTHER	(\$2,400)
BALANCE	\$29,136

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	TIP						REMAINING COST (2026+)	FUNDING	
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024			FY 2025
		DEBT SERVICE	\$ 63,583	\$2,402	\$2,407	\$420	\$420	\$420				STBGP
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS ALEX RD JIM HUNT RD JAMESON RD	1,548 2,043									STBGP
37728RD02		BATESVILLE ROAD (S-164)	1,650 P									STBGP
37728RD03	17	SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	2,200 R	6,500 C	109 R	2,000 C						STBGP
37686RD01		SC 163 EXTENSION	4,500 P									Safety
38399RD02	27	US 123 TO SALUDA DAM ROAD (TWO LANES LIMITED ACCESS LEFT TURN LANES, 2 FT PAVED SHOULDERS)	2,078 R 24,000 C									STBGP
38669RD01	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS FROM NEAR SCUFFLETOWN RD (S-23-145) TO BENNETT'S BRIDGE (SC-298) WITH IMPROVEMENTS TO INTERSECTIONS	750 P 1,500 R	4,500 C								STBGP
42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) *** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,550 P 1,200 R	4,300 C							\$3,500	STBGP

Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates												
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	TIP						REMAINING COST (2026+)	FUNDING	
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024			FY 2025
		DEBT SERVICE	\$ 63,583	\$2,402	\$2,407	\$420	\$420	\$420				STBGP
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS ALEX RD JIM HUNT RD JAMESON RD	1,548 2,043									STBGP
37728RD02		BATESVILLE ROAD (S-164)	1,650 P	6,500 C	109 R	2,000 C						STBGP
37728RD03	17	SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	2,200 R	6,500 C	109 R	2,000 C						STBGP
37686RD01		SC 163 EXTENSION	4,500 P									Safety
38399RD02	27	US 123 TO SALUDA DAM ROAD (TWO LANES LIMITED ACCESS LEFT TURN LANES, 2 FT PAVED SHOULDERS)	2,078 R 24,000 C									STBGP
38669RD01	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS FROM NEAR SCUFFLETOWN RD (S-23-145) TO BENNETT'S BRIDGE (SC-298) WITH IMPROVEMENTS TO INTERSECTIONS	750 P 1,500 R	4,500 C								STBGP
42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) *** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,550 P 1,200 R	4,300 C							\$3,500	STBGP

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
 ** - ENVIRONMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verde to Millennium)
 *** - Projects to be merged with I-85 @ I-385 Design/Build
 **** - Projects may be combined for cost saving, if possible.

ADDITIONS/CHANGES FROM PREVIOUS HIGHLIGHTED REVENUES IN RED HIGHLIGHTED

Amounts show in Italics are Non-Guideshare Funds

GUIDESHARE PROJECTS CONTINUED												
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	TIP						REMAINING COST (2026+)	FUNDING	
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024			FY 2025
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.												
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) *** ROPER MOUNTAIN EX TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,150 P 1,500 R	3,500 C							\$3,500	STBGP
P000653	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)	500 P	1,000 R				4,500 C			\$10,000	Safety STBGP
P000654	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P									ON HOLD \$12,900
		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN AND MULTI-USE PATH)	2,900 P	2,000 P	8,750 R	9,450 R	9,450 R	9,450 R			\$39,100	STBGP
		SC-153 IMPROVEMENTS I-85 TO OLD PENDLETON RD INTERSECTION IMPROVEMENTS, TURNING (LANES)	500 P 1,000 R	2,000 C							\$2,000	STBGP
		GARLINGTON ROAD FROM SC-146 TO ROPER MOUNTAIN ROAD (SCOPE TBD)				300 PL			TBD		\$300	STBGP
		US-29 MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)				500 PL				TBD	\$500	STBGP
		GROVE ROAD FROM US-25 TO W. FARMS ROAD (SCOPE TBD)				500 PL				TBD	\$500	STBGP
Intersection Project Currently in the TIP with Updated Schedule and Cost Estimates												
37688RD01		WOODRUFF ROAD I-85 INTERCHANGE RAMP MODIFICATIONS**	1,781 P									STBGP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON MILLER***	1,781 P									STBGP
38201RD01		BRUSHY CREEK AND STRANGE	549 P/R 2,067 C									STBGP
39542RD01		ANN ST (US 178) AND JONES ST	450 P/R 2,200 C									STBGP Peckens County CTC
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	750 P/R 2,750 C									STBGP
		HAYWOOD ROAD AND PELHAM ROAD				250 PL				TBD		STBGP
		PLEASANTBURG DRIVE AND RUTHERFORD ROAD				250 PL				TBD		STBGP
Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates												
		Mauldin Golden Sings Gateway				150 PL				TBD		STBGP
		Clemson-Central Green Crescent Connector				150 PL				TBD		STBGP
		Augusta Street Area Bike				200 PL				TBD		STBGP
		City of Esley Doodle Trail Extension				150 PL				TBD		STBGP
						\$ 650				\$ -		\$ 650

GUIDESHARE PROJECTS CONTINUED														
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY					TIP			REMAINING COST (2026+)	FUNDING	
				2019	2020	2021	2022	2023	2024	2025	TIP COST (2020-2025)			
Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates														
		GTA- Greenlink Capital								900	900			STBGP
		CAT- Clemson Area Transit Capital								900	900			STBGP
										\$ 1,800	\$ 1,800	\$ 3,600		
										\$ -	\$ -	\$ -		
										\$ -	\$ -	\$ 3,600		
Traffic Signal Retiming Corridors Projects Currently in the TIP with Updated Schedule and Cost Estimates														
PO28835		US 123, Easley	122											STBGP
PO28861		Palham Road, Greenville	122											STBGP
	On hold	US 276 (Cherrydale), Greenville/Greenville County	80											STBGP
PO28726		Woodluff Road (Suffletown), Greenville County	55											STBGP
PO30668	On hold	SC 93, Clemson	50											STBGP
PO30665		US 276+West Butler Road, Maudlin	55											STBGP
	On hold	Fairview Road, Simpsonville	90											STBGP
	On hold	East Butler Road, Maudlin	70											STBGP
		Signal Retiming Allocation	750	150	150	150	150	150	150	900	900	\$600		
		Signal Retiming Balance	105	256	406	556	706	856	1756	2656	2656	UNDER BUDGET		
GUIDESHARE SUBTOTALS			\$ 21,350	\$ 22,500	\$ 9,859	\$ 13,900	\$ 13,950	\$ 15,750	\$ 1,800	\$ 1,800	\$ 77,759			

NON-GUIDESHARE PROJECTS													
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2019	TIP							REMAINING COST (2026+)	FUNDING	
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP COST (2020-2025)			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255											ARC See TAP Section Local/Greenville Co.
P027367	HAMPTON AVE BRIDGE OVER NORFOLK SOUTHERN RAILROAD (PEDESTRIAN BRIDGE)		470 C 500 C 500 C										APPALACHIAN REG GLDTC GREENVILLE CO
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION	1,241 C	298 C 365 P.P.C										APPALACHIAN REG. Local
	SC-43 AT CLAYTON ST - TOWN OF CENTRAL												APPALACHIAN REG. Local
	DOODLE TRAIL EXT. & WENITES - CITY OF PICKENS	100											RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON	76											RTP
P038477	CLEMON BIKING & WALKING TRAIL - SEGMENT 2		250 P 250 P			30 R 30 R	220 C 220 C						ARC Local
0036167	CU-CAR AND FAIRFOREST WAY	3,223 C	346 C										EARMARK
P037790	S-385 AT FAIRVIEW ROAD BRIDGE REHAB	30 P	1,000 P			250 R	2,211 C 692 C						EARMARK LOCAL
P038375	WEST GEORGIA ROAD (S-272) FROM INEELY FERRY ROAD TO FORK SHOALS												EARMARK LOCAL
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998											EARMARK LOCAL
42551	WOODSIDE STREETSCAPE		58 R										ENHANCEMENT ARC Local
P261610018	ARTS PARK CONNECTIVITY TRAIL	125 C	109 C										SC RTP
P2616100419	BOARDWALKS & OBSERVATION DECK REHAB/REPLACEMENT		50 PE										SAFETY/THSP
2019	US-29 - US-76 TO FAIRWAY GREEN		6,757										RECON & REHAB
2019	US-29 - S-232 PLANTATION RD TO WHITEN RD												RECON & REHAB
2019	US-29 - WHITEN RD TO PINE TR												RECON & REHAB
2019	SC-8 - PALMETTO RD TO SC-81		3,768										RECON & REHAB
2019	HWY 25 - POINSETT HWY TO TIGERVILLE RD		2,006										RECON & REHAB
2019	S. MAIN - ROE CENTER CT TO HWY 25		3,571										RECON & REHAB
2019	POINSETT HWY - HWY 25 TO ABELARD												RECON & REHAB
2019	FORK SHOALS - REEDY FORK RD TO REEDY FORK RD		3,284										RECON & REHAB
2019	FORK SHOALS - LOG SHOALS TO GEORGIA RD												RECON & REHAB
2019	FORK SHOALS - GEORGIA RD TO HWY 418												RECON & REHAB
2019	OLD WHITE HORSE RD EXT - US-25 TO COLLINS RD		1,889										RECON & REHAB
2019	ABERCROMBIE RD - US-14 TO BRYSON FORD RD		476										RECON & REHAB
2019	CALHOUN MEMORIAL HWY - OLD GVL HWY TO RUHAMHRD		5,980										RECON & REHAB
2019	TIGER BLVD - OCONNOR CO LINE TO WALL ST		2,929										RECON & REHAB
2019	TIGER BLVD - COLLEGE AVE TO TIGER BLVD												RECON & REHAB
2019	GVL HWY - AMSTERDAM RD TO BLAKE SWINE RD												RECON & REHAB
2019	CANNERY RD - DICKSVILLE HWY TO FARMS BRD RD		995										RECON & REHAB
2019	CANNERY RD - CANNERY RD TO FARMS BRD RD												RECON & REHAB
2019	TABOR WOODS RD - FARMS BRD RD TO RICE RD												RECON & REHAB
P028821	BRIDGE US-29 AT S-23-75 - GREENVILLE	2,460 P.C											BRIDGE REHAB
0031268	BRIDGE S-4-75 AT US-29 - ANDERSON	2,043 P.R	1,200 R										BRIDGE REPLACE
P027023	BRIDGE S-39-267 AT 12 MILE CREEK - PKNS	3,419 P.P.C											BRIDGE REPLACE
0027178	BRIDGE S-42-75 AT TYGER RIVER - SPBG	1,352 P.R	2,657 C										BRIDGE REPLACE
P029127	BRIDGE S-42-75 AT TYGER RIVER - SPBG	1,049 P.R	2,360 C										BRIDGE REPLACE
P029127	BRIDGE S-42-75 AT RESIN CREEK - SPBG	924 P.R	2,360 C										BRIDGE REPLACE

NON-GUIDESHARE PROJECTS CONTINUED													
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2019	TIP					REMAINING COST (2026+)	FUNDING			
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024			FY 2025	TIP COST (2020-2025)	
P102784	BRIDGE S-23-335 AT ENOREE RIVER - GRVL	7,773 C											BRIDGE REPLACE
P102779	BRIDGE S-23-164 AT ENOREE RIVER - GRVL										Complete		BRIDGE REPLACE
P102724	BRIDGE S-23-526 AT N SALUDA - GRVL												BRIDGE REPLACE
P102789	BRIDGE S-23-181 AT HOWARD BR - GRVL												BRIDGE REPLACE
P102785	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL												BRIDGE REPLACE
P102780	BRIDGE S-23-270 AT S TYGER RIVER - GRVL												BRIDGE REPLACE
P102786	BRIDGE S-23-154 AT PAINNE BRNCH - GRVL												BRIDGE REPLACE
P103866	BRIDGE S-23-939 AT BEAVERDAM CR - GRVL												BRIDGE REPLACE
P102782	BRIDGE S-23-132 AT ARISTRONG CR - GRVL												BRIDGE REPLACE
P102783	BRIDGE S-23-486 AT HORSE CREEK - GRVL												BRIDGE REPLACE
P102835	BRIDGE S-23-272 AT REEDT - GRVL	730 P.R	5,300 C										BRIDGE REPLACE
P103820	BRIDGE S-154 OVER HUFF CREEK - GRVL		1,000 P			125 R	3,043 C						BRIDGE REPLACE
	S-23-279 (Reid School Rd)		75 R										SAFETY
	SC-153 Corridor (East and West of SC-81)	600 R.C											SAFETY
	SC-146 Corridor (S-23-183 to S-23-654)	300 P											SAFETY
	US-29 Corridor (I-85 to S-23-782)	300 P											SAFETY
	US-29 CORRIDOR SIGNAL RETIMING	3,000											NFS/MI
P27368	I-85 (WIDENING FROM NEAR SC-153 (EXIT 40) TO NEAR SC-85 (EXIT 69))	55,720 P.R.C	10,000 C 442,000 AC									\$667,998	NFS/MI
P102723	I-385 REHAB FROM/MI 38.69-42.1												NFS/MI
0038111	I-85 @ I-385 (EXIT 151)	30,000 P.C 12,000 P											NFS/MI
P1038111	I-85 @ Rocky Creek Bridge	270,000 C	1,200 P 44,000 C										SB
EXEMPT SUBTOTAL		\$397,983	\$547,088	\$434,102	\$250,816	\$2,366	\$3,263					\$690,547	

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

Transit Projects															
PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2016	FY 2017	SUMMARY 2017*	Current FY					TIP (Extrapolated)					FUNDING
					FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025			
	GREENVILLE URBANIZED AREA (CA)	2,887	3,087	5,974	3,311	3,354								FTA SECTION 5307 & 5340	
	Greenville Transit Authority Capital	1,935	2,192	4,128	2,424	2,192	2,192	2,192	2,192	2,192	2,192	2,192	2,192		
	Operating Enhancements/Improvements	442	424	866	461										
	ADA	100	461	561	509										
	ADA	193	219	412	242										
	Planning Administration		0												
	Preventative Maintenance	1,200	1,088	2,288	1,212										
	Clemson Area Transit Capital	952	895	1,847	888	895	895	895	895	895	895	895	895		
	Operating Enhancements/Improvements	660	586	1,246	395										
	ADA		1	1											
	Planning Administration/Security	10	10	19	9										
	Preventative Maintenance	283	229	512	483										
	GREENVILLE URBANIZED AREA (PL)	100		100	160									FTA SECTION 5303	
	WALDINSIMPSONVILLE URBANIZED AREA (CA)		1,709	2,584	1,462	1,614	875	875	875	875	875	875	875	FTA SECTION 5307	
	WALDINSIMPSONVILLE URBANIZED AREA (PL)													FTA SECTION 5303	
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	380	356	716	398	364	366	356	356	356	356	356	356	FTA SECTION 5310	
	-- Senior Solutions	223		223											
	-- Turning Point of SC	92		92											
	-- Turning Point of SC A	45	27	72											
	-- Turning Point of SC B		73	73											
	-- Senior Solutions		151	151	156										
	-- Turning Point of SC		106	106											
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	528	277	805	398	364	277	277	277	277	277	277	277	FTA SECTION 5339	
	-- GTA Capital Purchase	354	197	551	291	252	197	197	197	197	197	197	197		
	-- CAT Capital Purchase	174	80	254	107	112	80	80	80	80	80	80	80		
	-- CAT Low/No Grant	3,905		3,905										FTA SECTION 5339(C)	
	-- GTA Low/No Grant		1,450	1,450										FTA SECTION 5339(C)	
	STATE MASS TRANSIT FUNDING	441	369	810	546	505	342	342	342	342	342	342	342	SMIF	
	-- GTA SMIF	236	262	598	447	400	243	243	243	243	243	243	243		
	-- CAT SMIF	145	107	252	99	105	99	99	99	99	99	99	99		
	SCOOT Vehicle Replacement Initiative													FTA SECTION 5307	
	-- GTA Capital Purchase	2,134	2,134	4,267											
	-- CAT Capital Purchase	377	60	437										SMIF	
		2,338	2,338	4,675										SMIF	
		413	500	913										SMIF	
	FTASUBTOTAL	18,078	14,533	32,611	\$9,586	\$9,288	\$ 4,937	\$ 4,937	\$ 4,937	\$ 4,937	\$ 4,937	\$ 4,937	\$ 3,087	\$ 3,087	

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

Guideshare Program

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

Guideshare projects are broken into six categories:

The **Project Acceleration Program**, which was funded by a major bond issue, and all projects are now complete. These projects were selected and funded prior to the expansion of GRATS to include parts of Pickens and Anderson counties and restructuring of the Policy Committee and Study Team to create GPATS.

GPATS Guideshare Roadway Corridors (50%)

GPATS Guideshare Intersection Projects (25%)

GPATS Guideshare Bicycle and Pedestrian Projects (10%)

GPATS Guideshare Transit Projects (10%)

GPATS Guideshare Traffic Signal Retiming / Upgrades (5%)

Project Acceleration Program

Debt service from the Project Acceleration will continue to consume about \$3.5-\$3.8 million annually of the Guideshare Program through 2023. The following table identifies the payments to be made during the 2020-2025 TIP.

Project: Debt Service

Total Cost (thousands): \$72,697 (\$5,649 included in total cost from 2020 – 2025)

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

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

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

Program: Guideshare

Funding Source: Surface Transportation Program

Remarks: Debt Service Refinanced in 2013 by SCDOT.

Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
TOTAL	\$ 63,583	\$ 3,465	\$ 2,402	\$ 2,407	\$ 420	\$ 420			\$ 5,649

GPATS Guideshare Roadway Corridors

1. [Farrs Bridge Rd \(SC 183\) Improvements, between SC 135 and Saluda River](#)
2. [Batesville Road \(S-164\) Widening from SC 14 to Roper Mountain Road](#)
3. [SC 153 Extension from US 123 to Saluda Dam Road, Phases 1 & 2 Woodruff Road \(SC 146\) widening, from Scuffletown Road to Bennetts Bridge Rd](#)
4. [Roper Mountain Ext. widening from Pelham Rd to Roper Mountain Rd](#)
5. [Roper Mountain Rd widening from Roper Mountain Ext. to Garlington Rd](#)
6. [Butler Rd widening from Bridges Rd to US 276](#)
7. [Batesville Rd widening from Pelham Rd to The Parkway](#)
8. [Woodruff Rd Parallel from Woodruff Rd to Miller Rd](#)
9. [SC-153 Improvements from I-85 to SC-123](#)
10. [Garlington Rd widening from SC-146 to Roper Mountain Rd](#)
11. [US 29/Mills Av corridor improvements from Augusta St to Stevens St](#)
12. [Grove Rd widening from US 25 to W. Faris Rd](#)

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

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

Total Cost (thousands): \$5,700 plus \$1,500 from ACoG (\$2,000 included in total cost between 2020 – 2025)

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

Purpose and Need: To reduce crashes and improve traffic flow

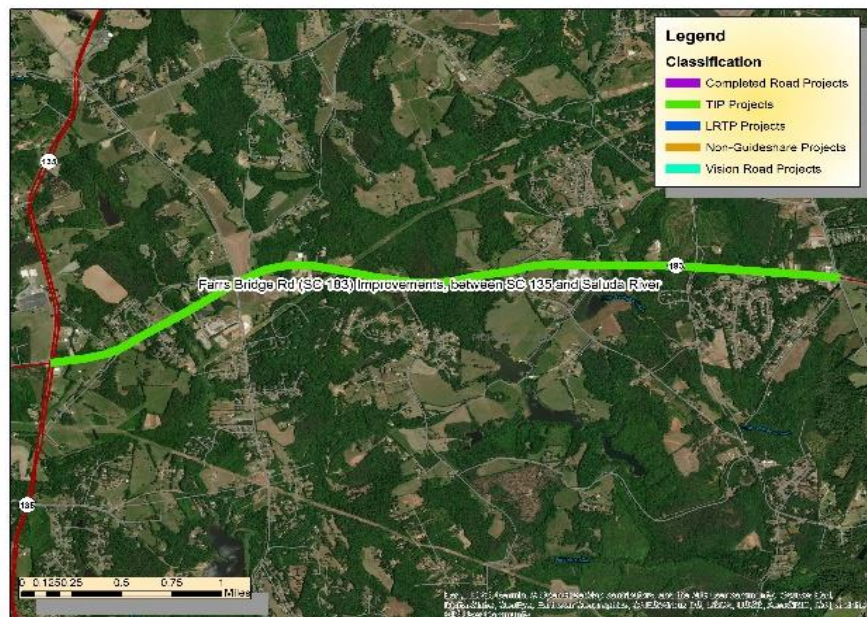
County / City: County of Pickens

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

Funding Source: Surface Transportation Program (STP)

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

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE		\$ 130							\$ -
ROW	\$ 3,591			\$ 109					\$ 109
CONST					\$ 2,000				\$ 2,000
TOTAL	\$ 3,591	\$ 130	\$ -	\$ 109	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,109



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

Total Cost (thousands): \$18,600 total including \$1,750 from State Safety in FY 2018 (\$6,500 included in total cost between 2020 – 2025)

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

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

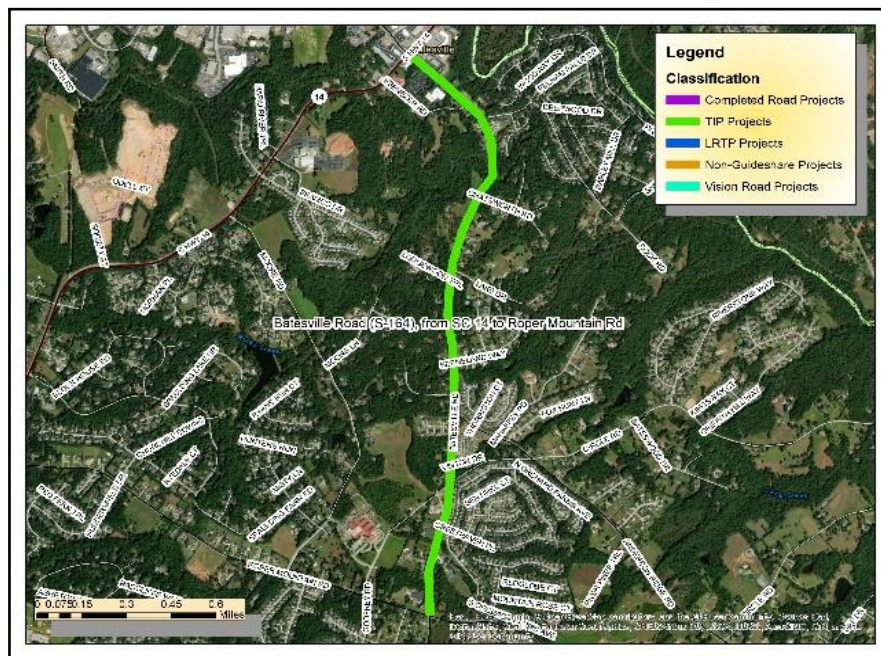
County / City: County of Greenville

Program Type: Guideshare (system upgrade)

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

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

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,650								\$ -
ROW	\$ 2,200								\$ -
CONST		\$ 8,250	\$ 6,500						\$ 6,500
TOTAL	\$ 3,850	\$ 8,250	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500



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

Total Cost (thousands): \$30,578

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

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

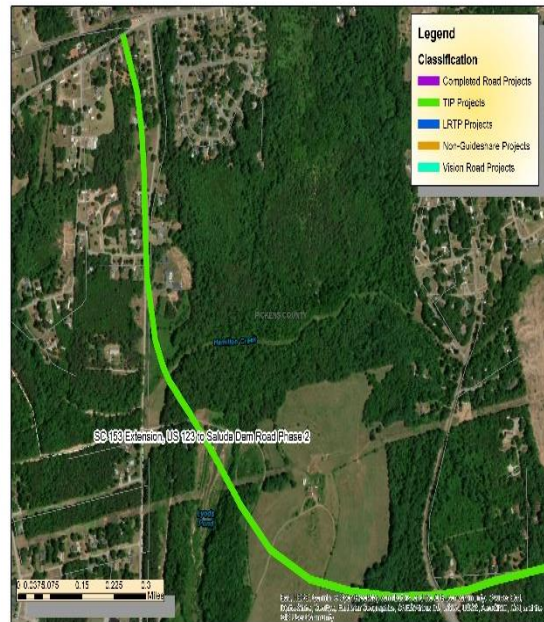
County / City: County of Pickens

Program Type: Guideshare (system upgrade)

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

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

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 4,500								\$ -
ROW	\$ 2,078								\$ -
CONST	\$ 24,000								\$ -
TOTAL	\$ 30,578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$11,750 total (\$5,000 of total cost is between 2020 – 2025)

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

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

County / City: County of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 750								\$ -
ROW	\$ 1,500								\$ -
CONST		\$ 4,500	\$ 5,000						\$ 5,000
TOTAL	\$ 2,250	\$ 4,500	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000



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

Total Cost (thousands): \$10,550 (\$3,500 of the total cost is between 2020 – 2025)

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

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

County / City: County of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks: Project may be combined with Roper Mountain Road project below.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,550								\$ -
ROW	\$ 1,200								\$ -
CONST			\$ 4,300	\$ 5,500					\$ 9,800
TOTAL	\$ 2,750	\$ -	\$ 4,300	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ 9,800



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

Total Cost (thousands): \$10,400 total including \$1,000 from Safety in FY 2018 (\$3,500 of the total cost is between 2020 – 2025)

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

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

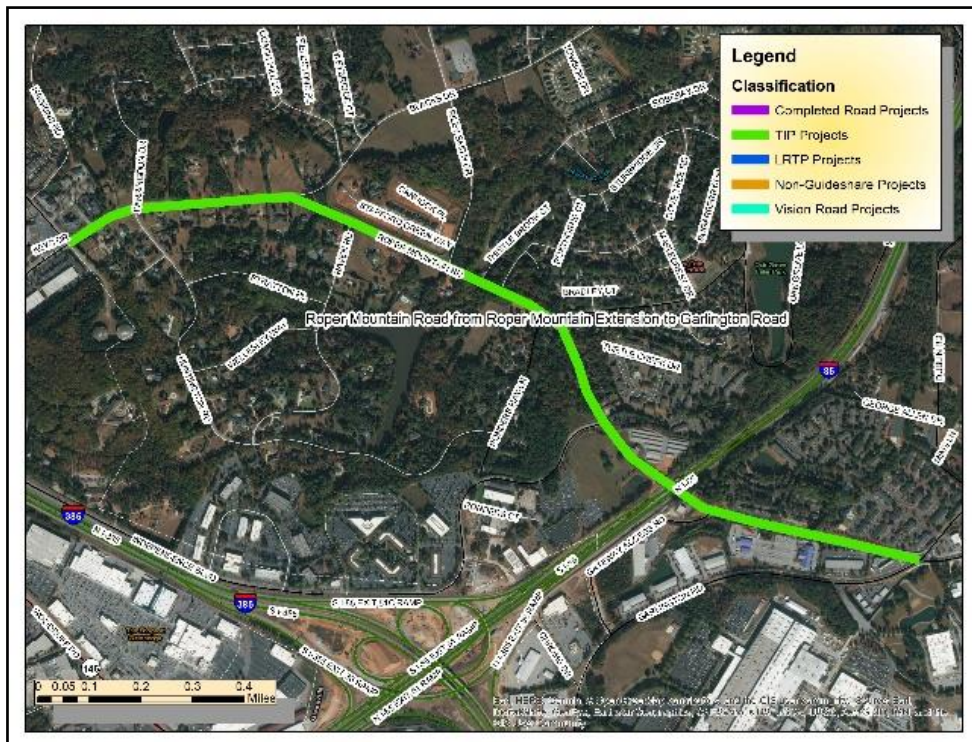
County / City: County of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks: Project may be combined with Roper Mountain Ext. project above.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,150								\$ -
ROW	\$ 1,500								\$ -
CONST			\$ 4,250	\$ 4,500					\$ 8,750
TOTAL	\$ 2,650	\$ -	\$ 4,250	\$ 4,500	\$ -	\$ -	\$ -	\$ -	\$ 8,750



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

Total Cost (thousands): \$11,500 total (\$10,000 of total cost between 2020 – 2025)

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

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

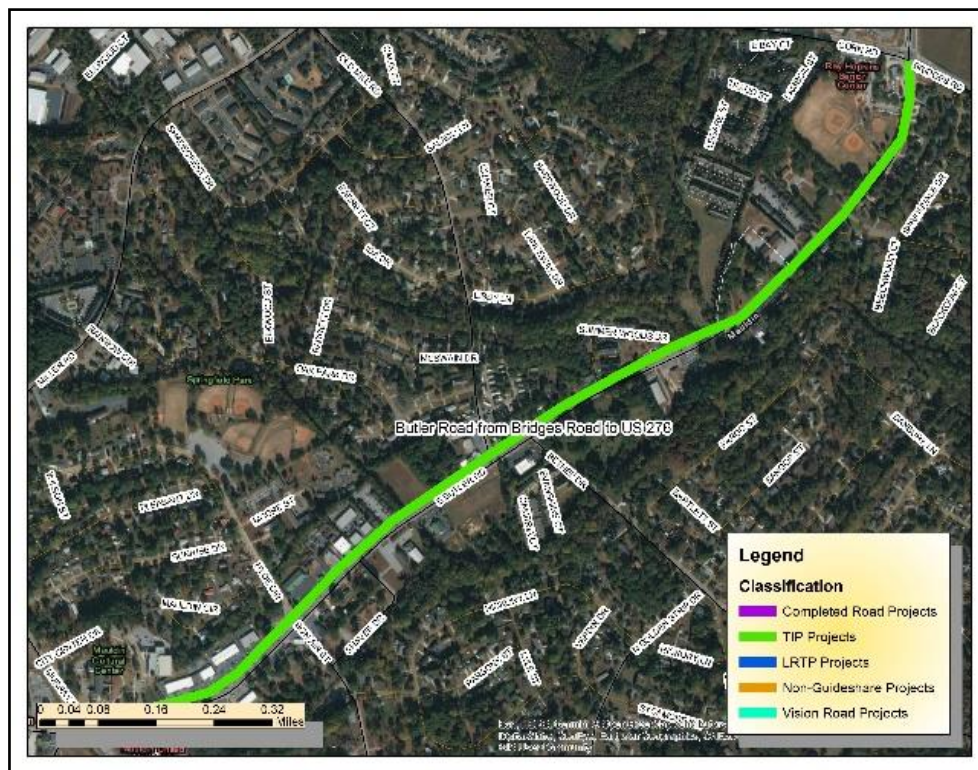
County / City: City of Mauldin

Program Type: Guideshare

Funding Source: Surface Transportation Program, Transportation Enhancements

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

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 500	\$ 1,000							\$ -
ROW				\$ 1,000					\$ 1,000
CONST						\$ 4,500	\$ 10,000		\$ 14,500
TOTAL	\$ 500	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ 4,500	\$ 10,000	\$ -	\$ 15,500



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

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

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

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

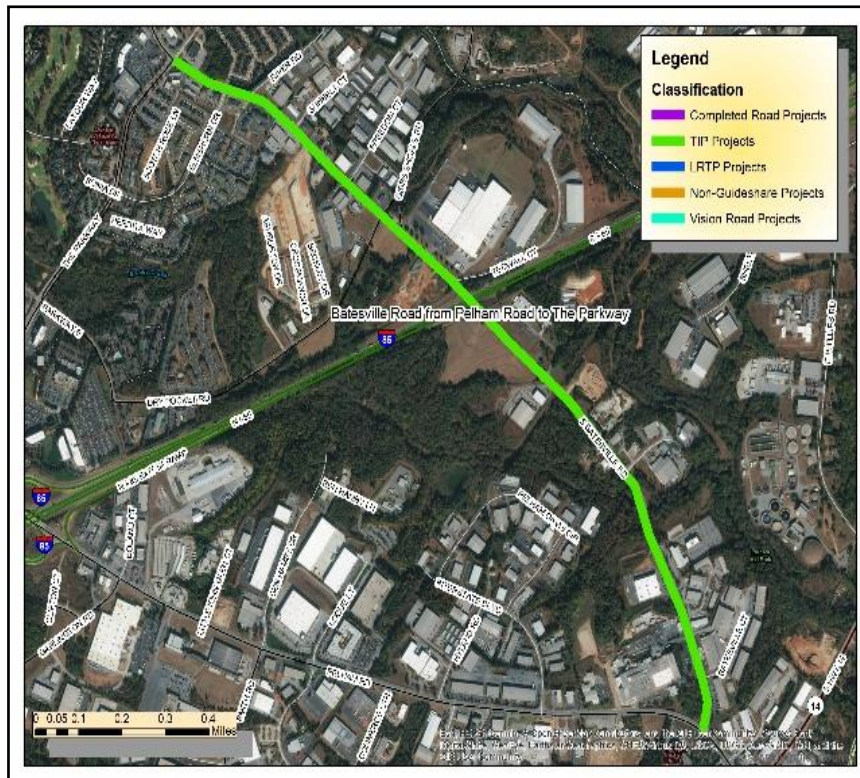
County / City: County of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,200								\$ -
ROW									\$ -
CONST									\$ -
TOTAL	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$115,100 total (\$39,100 of total cost between 2020 – 2025)

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

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

County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 2,900		\$ 2,000						\$ 2,000
ROW				\$ 8,750	\$ 9,450	\$ 9,450	\$ 9,450		\$ 37,100
CONST									\$ -
TOTAL	\$ 2,900	\$ -	\$ 2,000	\$ 8,750	\$ 9,450	\$ 9,450	\$ 9,450	\$ -	\$ 39,100



Project: SC-153 Improvements (between I-85 to Old Pendleton Rd)

Total Cost (thousands): \$ 5,300 (\$2,000 of total cost between 2020 – 2025)

Description: Intersection Improvements and turning lanes

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

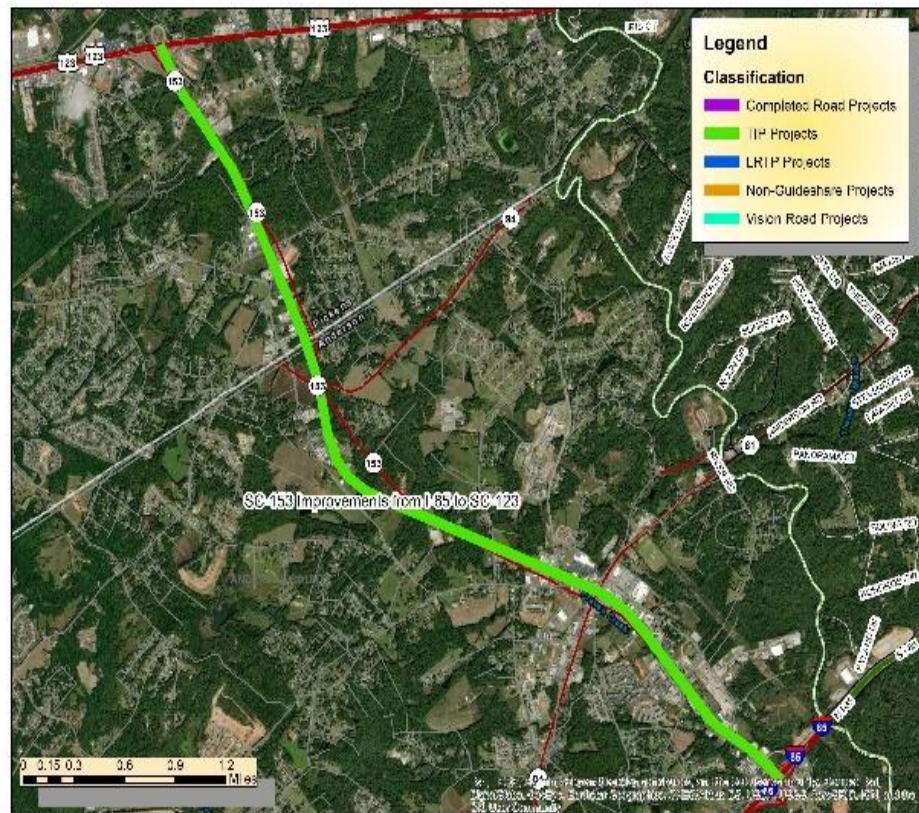
County / City: County of Anderson

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 500								\$ -
ROW	\$ 1,000								\$ -
CONST			\$ 3,800						\$ 3,800
TOTAL	\$ 1,500	\$ -	\$ 3,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800



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

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

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

Purpose and Need: To mitigate current and future congestion.

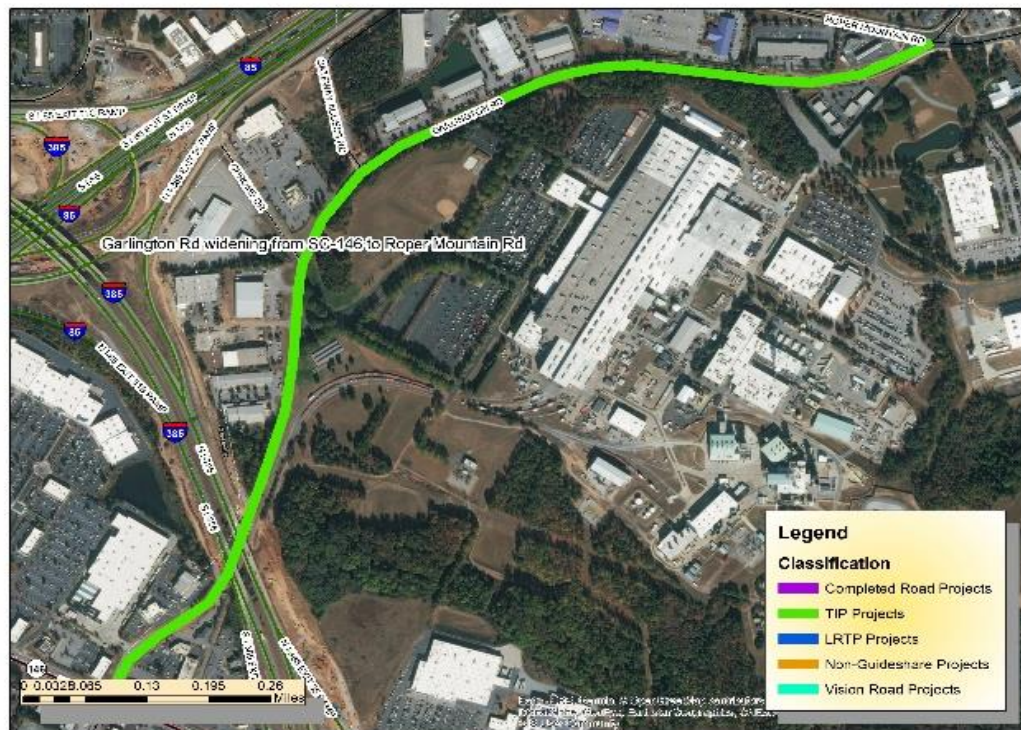
County / City: County of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program (STP)

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL					\$ 300				\$ 300
PE							TBD	TBD	\$ -
ROW							TBD	TBD	\$ -
CONST							TBD	TBD	\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ 300



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

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

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

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

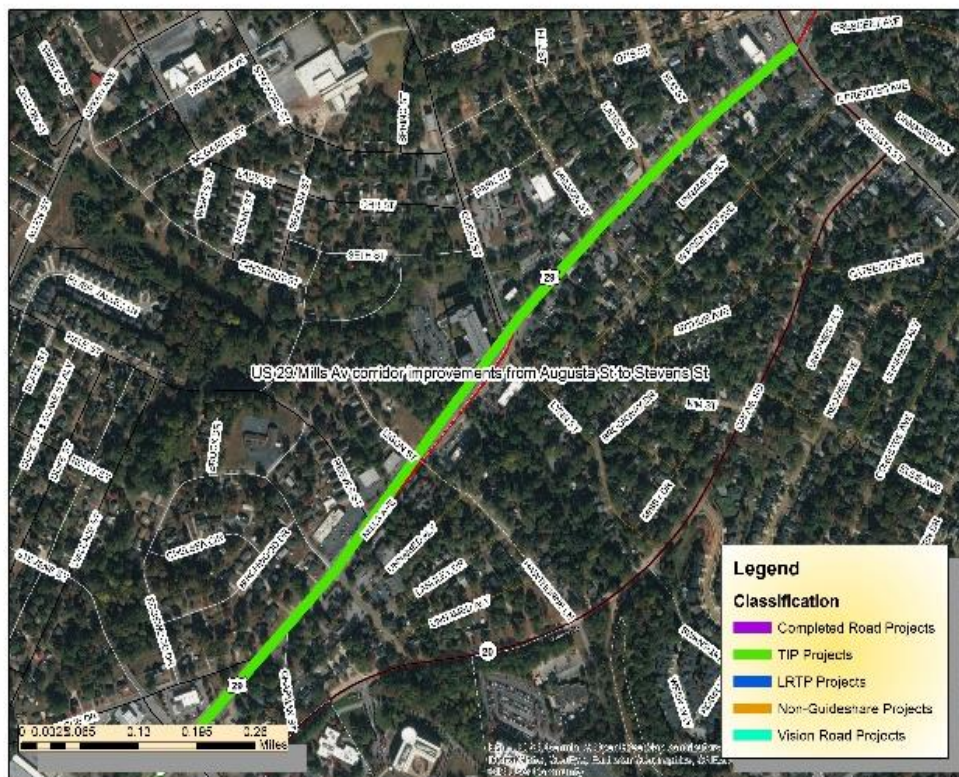
County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program (STP)

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL					\$ 500				\$ 500
PE							TBD	TBD	\$ -
ROW							TBD	TBD	\$ -
CONST							TBD	TBD	\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500



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

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

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

Purpose and Need: To mitigate current and future congestion.

County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program (STP)

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL					\$ 500				\$ 500
PE							TBD	TBD	\$ -
ROW							TBD	TBD	\$ -
CONST							TBD	TBD	\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ 500



Guideshare Intersection Improvements

1. [Woodruff Road \(SC 146\) at I-85 Interchange Ramp Modifications](#) [City of Greenville]
2. [Woodruff Road \(SC 146\) at Garlington Road/Miller Road](#) [Greenville County]
3. [Brushy Creek Road at Strange Road](#) [Greenville County]
4. [SC-14 widening and intersection improvements from Five Forks to Bethel Road](#)
5. [Ann Street \(US 178\) at Jones Street](#) [City of Pickens]
6. [Haywood Road at Pelham Road](#) [City of Greenville]
7. [Pleasantburg Drive at Rutherford Road](#) [City of Greenville]

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

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

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

County / City: Region-wide.

Program Type: Guideshare

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

Remarks: Intersection project location maps on following pages.

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

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

Description: Interchange improvements

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

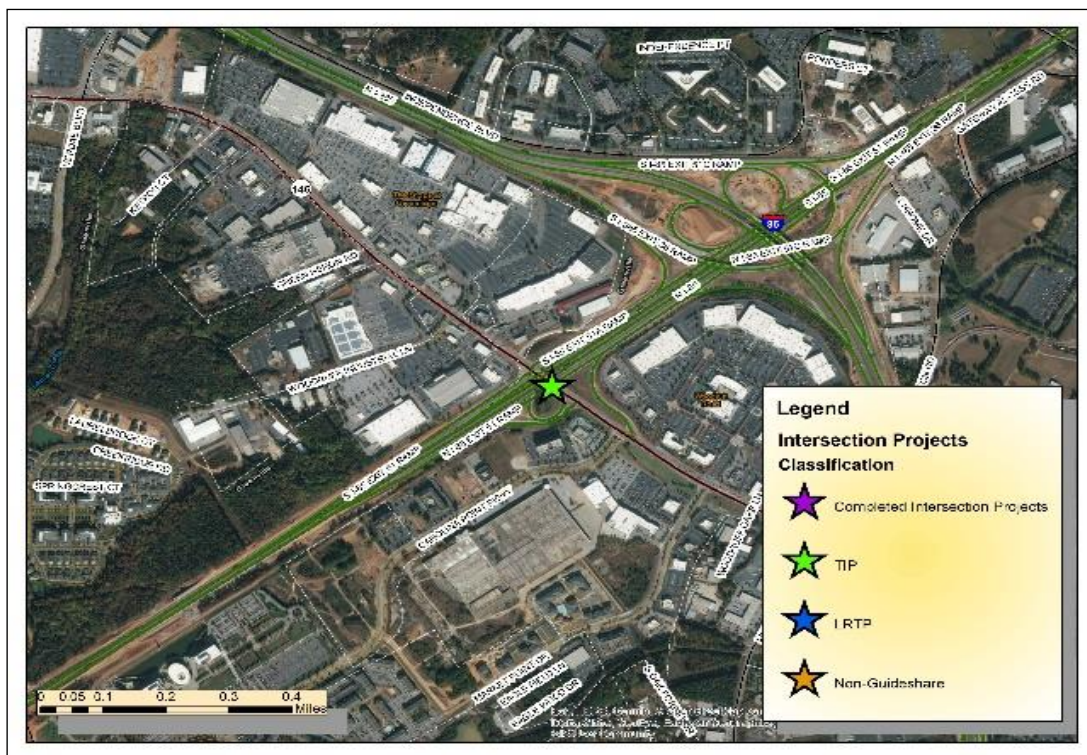
County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,781								\$ -
ROW									\$ -
CONST									\$ -
TOTAL	\$ 1,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

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

Description: Intersection improvements

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

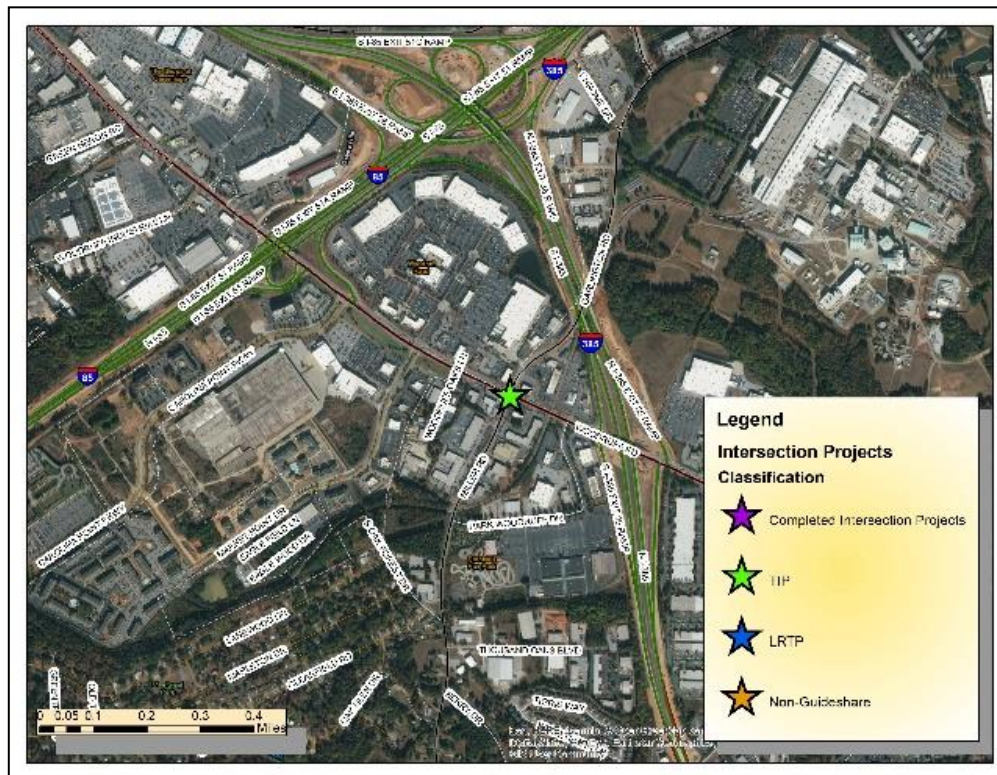
County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,781								\$ -
ROW									\$ -
CONST									\$ -
TOTAL	\$ 1,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Project: Ann St (US 178) and Jones St

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

Description: Intersection improvements

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

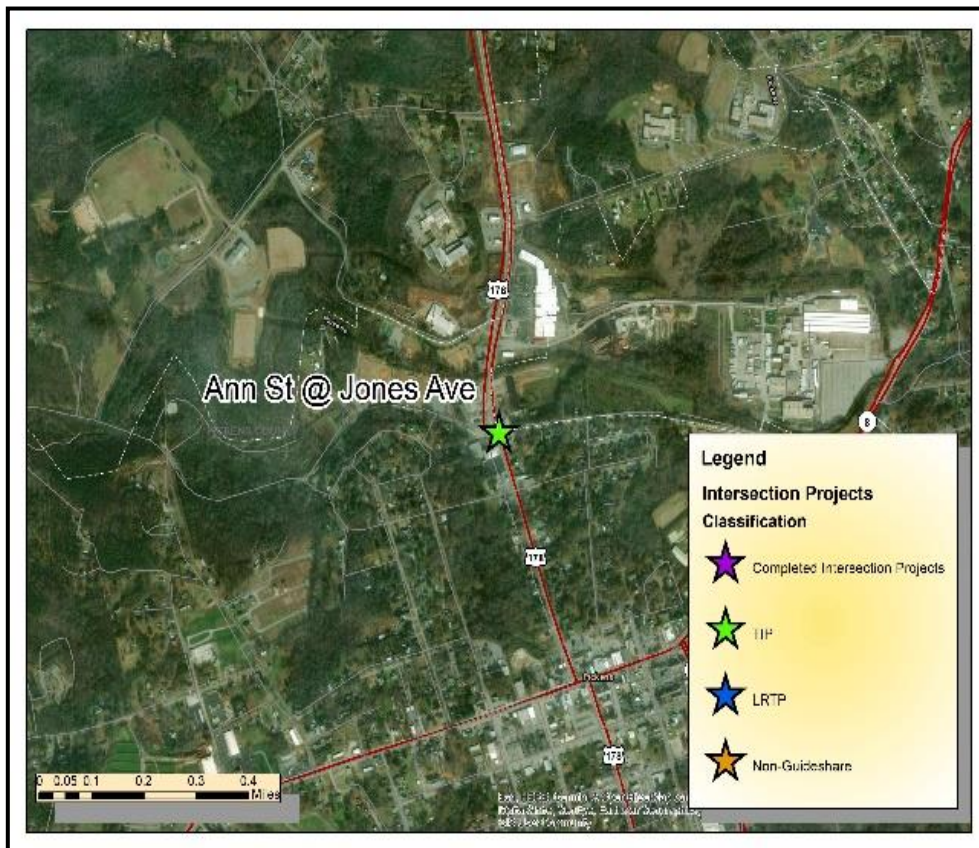
County / City: County of Pickens

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 450								\$ -
ROW									
CONST	\$ 2,200								\$ -
TOTAL	\$ 2,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

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

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

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

County / City: County of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 750								\$ -
ROW									\$ -
CONST	\$ 2,750								\$ -
TOTAL	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Project: Haywood Rd and Pelham Rd

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

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

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

County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL					\$ 250				\$ 250
PE							TBD	TBD	\$ -
ROW							TBD	TBD	\$ -
CONST							TBD	TBD	\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ 250



Project: Pleasantburg Dr and Rutherford Rd

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

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

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

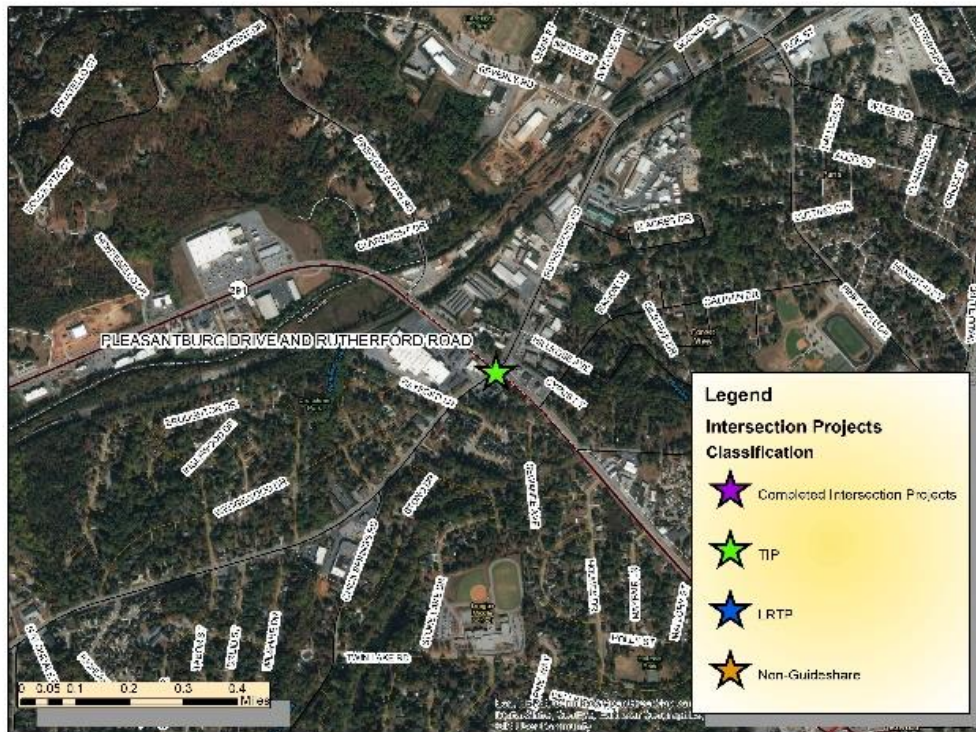
County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL					\$ 250				\$ 250
PE							TBD	TBD	\$ -
ROW							TBD	TBD	\$ -
CONST							TBD	TBD	\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ 250



Guideshare Bicycle and Pedestrian Projects

1. [Mauldin Golden Strip Greenway](#) [City of Mauldin]
2. [Clemson-Central Green Crescent Connector](#) [Pickens County]
3. [Augusta Street Area Bike Network](#) [City of Greenville]
4. [City of Easley Doodle Trail Extension](#) [City of Easley]

Total Cost (thousands): \$ total TBD

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

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

County / City: Region-wide.

Program Type: Guideshare

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

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

Project: Mauldin Golden Strip Gateway

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

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

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

County / City: City of Mauldin

Program Type: Guideshare

Funding Source: Surface Transportation Program

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

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

Project: Clemson-Central Green Crescent Connector

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

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

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

County / City: County of Pickens/City of Clemson/Town of Central

Program Type: Guideshare

Funding Source: Surface Transportation Program

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

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

Project: Augusta St Area Bike Network

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

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

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

County / City: City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

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

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

Project: City of Easley Doodle Trail Extension

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

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

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

County / City: City of Easley

Program Type: Guideshare

Funding Source: Surface Transportation Program

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

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

Transit Capital Projects

1. GTA – Greenlink Capital
2. CAT – Clemson Area Transit Capital

Total Cost (thousands): \$ total TBD

Description:

Purpose and Need:

County / City:

Program Type: Guideshare

Funding Source:

Remarks:

Project: GTA – Greenlink Capital

Total Cost (thousands): \$ total TBD

Description:

Purpose and Need:

County / City:

Program Type: Guideshare

Funding Source:

Remarks:

Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
							\$ 900	\$ 900	\$ 1,800
									\$ -
									\$ -
									\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 1,800

Project: CAT – Clemson Area Transit Capital

Total Cost (thousands): \$ total TBD

Description:

Purpose and Need:

County / City:

Program Type: Guideshare

Funding Source:

Remarks:

Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
							\$ 900	\$ 900	\$ 1,800
									\$ -
									\$ -
									\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 1,800

Guideshare Traffic Signal Retiming Corridors

Total Cost (thousands):

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

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

County / City: Region-wide.

Program Type: Guideshare

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

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

Traffic Signal Retiming Corridors									
Activity	Previous	2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
US 123, Easley	\$ 122								\$ -
Pelham Road, Greenville	\$ 122								\$ -
US 276 (Cherrydale), Greenville/Greenville County	\$ 80								\$ -
Woodruff Road (Scuffletown), Greenville County	\$ 55								\$ -
SC 93, Clemson	\$ 50								\$ -
US 276-West Butler Road, Mauldin	\$ 55								\$ -
Fairview Road, Simpsonville	\$ 90								\$ -
East Butler Road, Mauldin	\$ 70								\$ -
Signal Retiming Allocation	\$ 750	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 900	\$ 900	\$ 2,400
Signal Retiming Balance	\$ 106	\$ 256	\$ 406	\$ 556	\$ 706	\$ 856	\$ 1,756	\$ 2,656	\$ 6,936
TOTAL		\$ 406	\$ 556	\$ 706	\$ 856	\$ 1,006	\$ 2,656	\$ 3,556	\$ 9,336

Non-Guideshare (Other Exempt Projects)

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

1. [Greenville County Poinsett Corridor Pedestrian and Lighting](#)
2. [Hampton Ave Bridge Over Norfolk Southern Railroad \(Pedestrian Bridge\)](#)
3. [S-1136 \(Perimeter Road\) Resurfacing/Rehabilitation](#)
4. [SC-93 At Clayton St – Town of Central](#)
5. [Doodle Trail Ext & Amenities – City of Pickens](#)
6. [Mineral Spring Trail – Town of Williamston](#)
7. [Clemson Biking and Walking Trail – Segment 2](#)
8. [CU-ICAR and Fairforest Way](#)
9. [I-385 Fairview Road Bridge Rehab](#)
10. [West Georgia Road \(S-272\) From Neely Ferry Road to Fork Shoals](#)
11. [Greenville SC Transit Authority Multimodal Center](#)
12. [Woodside Streetscape](#)
13. [Arts Park Connectivity Trail](#)
14. [Boardwalks & Observation Deck Rehab/Replacement](#)
15. [I-85 Safety Improvements MM 30 to MM 60](#)
16. [US-29 – US-76 to Fairway Green](#)
17. [US-29 – S-232 Plantation Road to Whiten Road](#)
18. [US-29 – Whiten Road to Pine Trail](#)
19. [SC-8 \(Palmetto Road to SC-81\)](#)
20. [Hwy 25 \(Poinsett Hwy to Tigerville Road\)](#)
21. [S. Main/Poinsett Hwy \(Roe Center Court to Abelia Road\)](#)
22. [Fork Shoals \(Reedy Fork Road to Hwy 418\)](#)
23. [Old White Horse Road Ext. \(US-25 to Collins Road\)](#)
24. [Abercrombie Road \(US-14 to Bryson Ford Road\)](#)
25. [Calhoun Memorial Hwy \(Old Greenville Hwy to Ruhamah Road\)](#)
26. [Tiger Blvd \(Oconee County Line to Wall St\)](#)
27. [Tiger Blvd \(College Ave to Tiger Blvd\)](#)
28. [Greenville Hwy – Amsterdam Road to Blake Snake Road](#)
29. [Cannery Road \(Dacusville Hwy to Farris Bridge Road\)](#)
30. [Cannery Road \(Cannery Road to Farris Bridge Road\)](#)
31. [Tabor Woods Rd \(Farris Bridge Road to Rice Road\)](#)
32. [Bridge US-29 at S-23-75 – Greenville](#)
33. [Bridge S-4-75 at US-29 – Anderson](#)
34. [Bridge S-39-267 at 12 Mile Creek – Pickens](#)
35. [Bridge S-23-164 at Enoree River – Greenville](#)
36. [Bridge S-42-75 at Tyger River – Spartanburg](#)
37. [Bridge S-42-75 at Resin Creek – Spartanburg](#)
38. [Bridge S-23-335 at Enoree River – Greenville](#)
39. [Bridge S-23-164 at Enoree River – Greenville](#)
40. [Bridge S-23-526 at N. Saluda – Greenville](#)
41. [Bridge S-23-191 at Howard Bridge – Greenville](#)

42. [Bridge S-23-384 at Brushy Creek – Greenville](#)
43. [Bridge S-23-270 at S. Tyger River – Greenville](#)
44. [Bridge S-23-154 at Payne Branch – Greenville](#)
45. [Bridge S-23-93 at Beaverdam Circle – Greenville](#)
46. [Bridge S-23-132 at Armstrong Circle – Greenville](#)
47. [Bridge S-23-456 at Horse Creek - Greenville](#)
48. [Bridge S-23-272 at Reedy – Greenville](#)
49. [Bridge S-154 Over Huff Creek – Greenville](#)
50. [S-23-279 \(Reid School Rd\)](#)
51. [SC-153 Corridor \(East and West of SC-81\)](#)
52. [SC-146 Corridor \(S-23-183 to S-23-654\)](#)
53. [US-25 Corridor \(I-85 to S-23-782\)](#)
54. [US Corridor Signal Retiming](#)
55. [I-85 \(Widening From SC-153 Exit 40 to Near SC-85 Exit 69\)](#)
56. [I-85 Rehab from MM 47-49, MM 54-56](#)
57. [I-385 Rehab from MM 36.69-42.1](#)
58. [I-85 at I-385 \(Exit 51\)](#)
59. [I-85 at Rocky Creek Bridge](#)

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

Total Cost (thousands): \$4,000

Description:

Purpose:

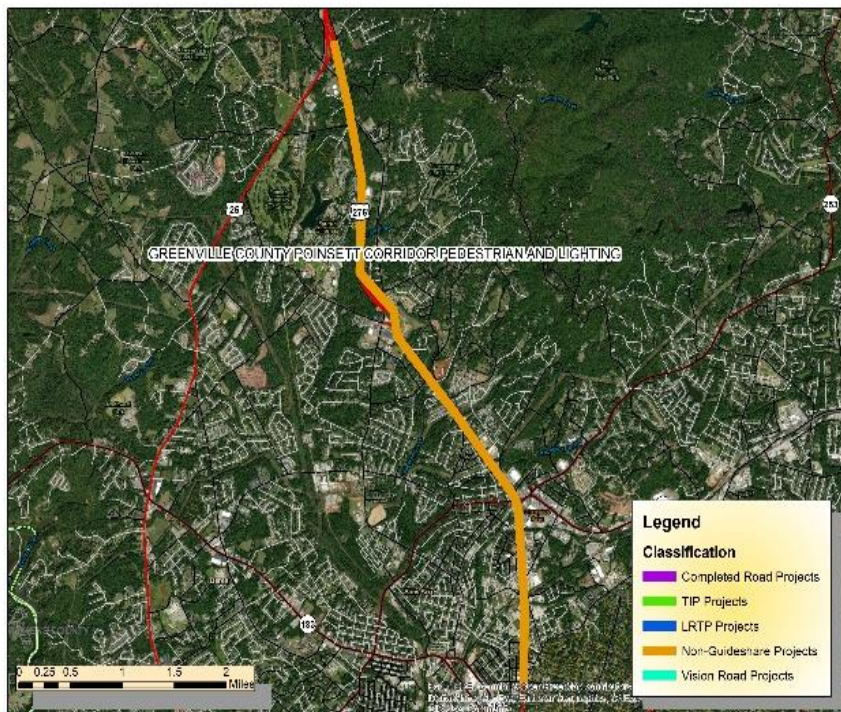
County / City: City of Greenville

Program Type: Non-Guideshare

Funding Source: ARC, See TAP Section, & County of Greenville

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 4,000								\$ -
CONST									\$ -
TOTAL	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Project: Hampton Ave Pedestrian Bridge over Norfolk Southern Railroad

Total Cost (thousands): \$1,470

Description:

Purpose:

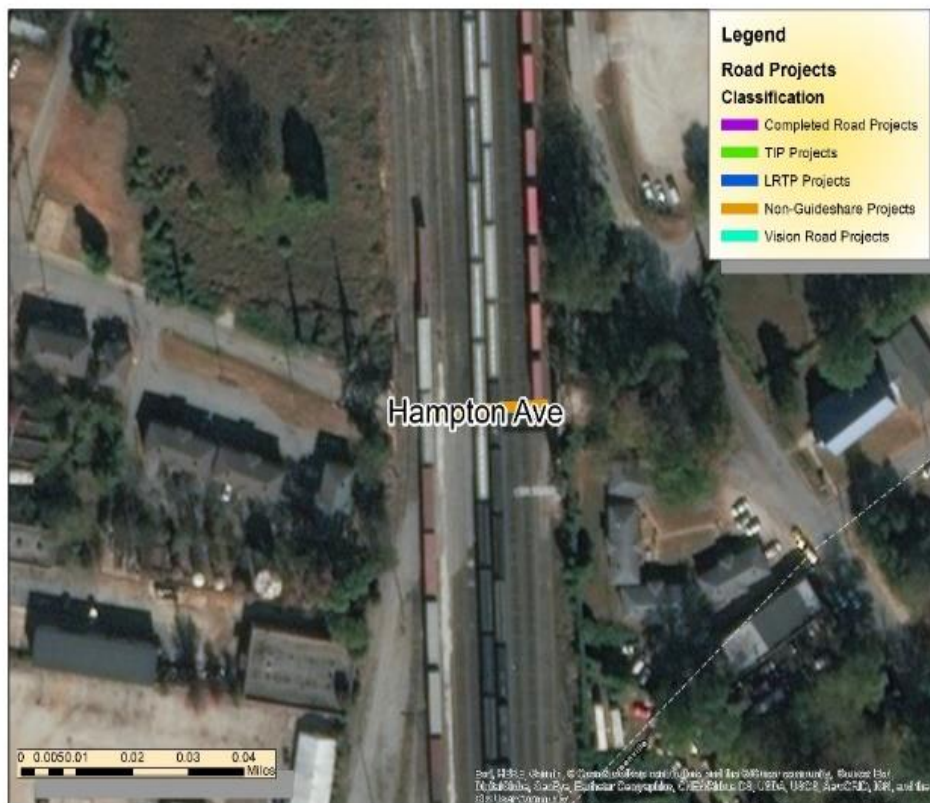
County / City: City of Greenville

Program Type: Non-Guideshare

Funding Source: ARC, Greenville CTC, & County of Greenville

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW									\$ -
CONST		\$ 1,470							\$ -
TOTAL	\$ -	\$ 1,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$1,241

Description:

Purpose:

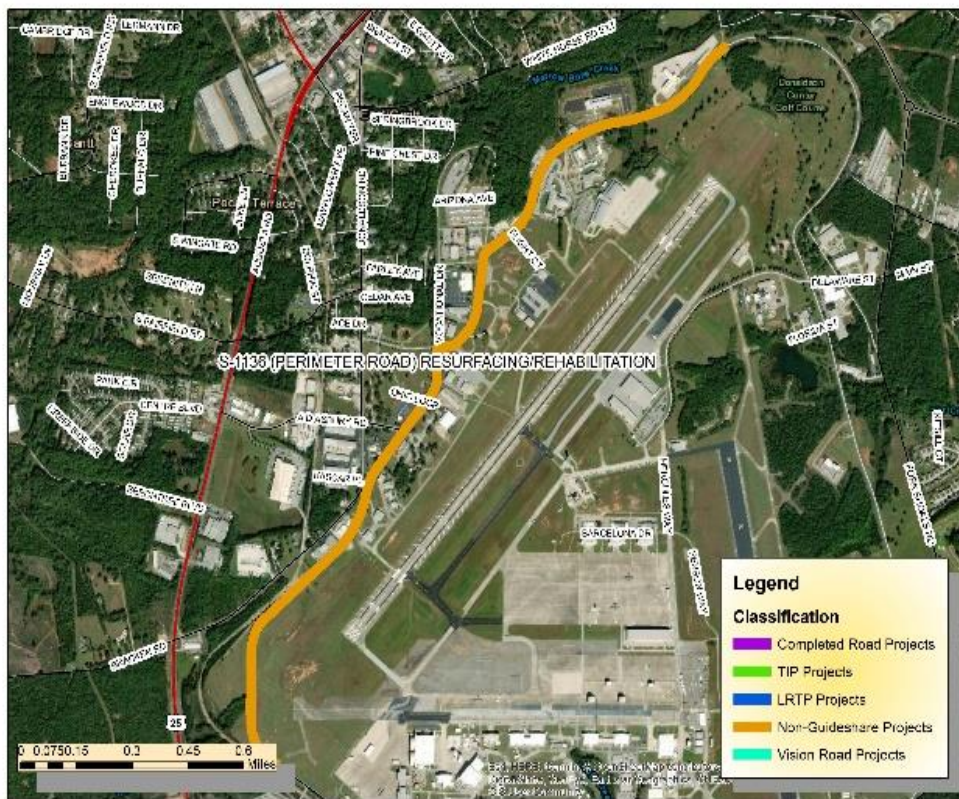
County / City: City of Greenville

Program Type: Non-Guideshare

Funding Source: ARC

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 1,241								\$ -
TOTAL	\$ 1,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands):

Description:

Purpose:

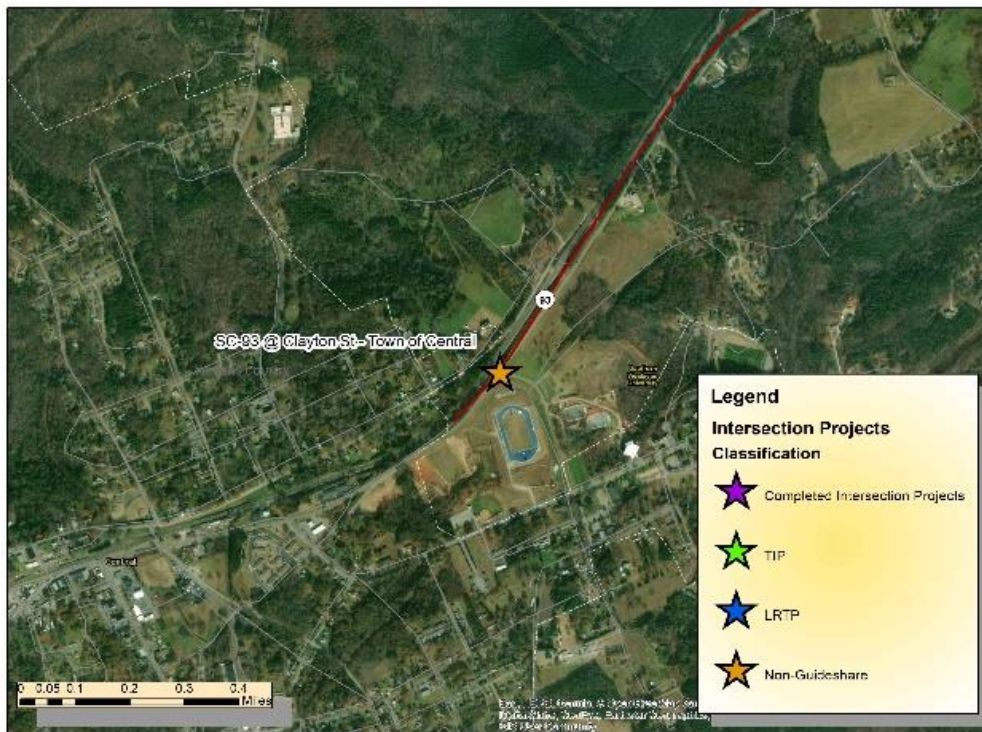
County / City: County of Greenville, City of Greenville

Program Type: Non-Guideshare

Funding Source: Appalachian Regional & local

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2023	FY 2024	TIP Total
PE									\$ -
ROW		\$ 664							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 664	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Project: Doodle Trail Extension and Amenities

Total Cost (thousands): \$1,470

Description:

Purpose:

County / City: County of Pickens, City of Pickens

Program Type: Non-Guideshare (RTC)

Funding Source: Recreational Trails Program

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 100								\$ -
CONST									\$ -
TOTAL	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Project: Mineral Spring Trail - Town Of Williamston

Total Cost (thousands): \$1,470

Description:

Purpose:

County / City: Anderson County, Town of Williamston

Program Type: Non-Guideshare (RTC)

Funding Source: Recreational Trails Program

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 76								\$ -
CONST									\$ -
TOTAL	\$ 76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Total Cost (thousands): \$1,000

Description:

Purpose:

County / City: City of Clemson

Program Type: Non-Guideshare

Funding Source: ARC & Local

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PL			\$ 500						\$ 500
PE									\$ -
ROW					\$ 60				\$ 60
CONST						\$ 440			\$ 440
TOTAL	\$ -	\$ -	\$ 500	\$ -	\$ 60	\$ 440	\$ -	\$ -	\$ 1,000



Project: CU-ICAR and Fairforest Way (between Ridge Road & Research Drive)

Total Cost (thousands): \$3,223

Description:

Purpose:

County / City: County of Greenville, City of Greenville

Program Type: Non-Guideshare

Funding Source: Earmark

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2021	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ -								\$ -
ROW									\$ -
CONST	\$ 1,623	\$ 1,600							\$ -
TOTAL	\$ 1,623	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$1400

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Earmark

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE		\$ 1,000							\$ -
ROW				\$ 250					\$ 250
CONST					\$ 2,903				\$ 2,903
TOTAL	\$ -	\$ 1,000	\$ -	\$ 250	\$ 2,903	\$ -	\$ -	\$ -	\$ 3,153



Project: Greenville SC Transit Authority Multimodal Center

Total Cost (thousands): \$998

Description:

Purpose:

County, City: City of Greenville, County of Greenville

Program Type: Non-Guideshare

Funding Source: Earmark

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 998								\$ -
ROW									\$ -
CONST									\$ -
TOTAL	\$ 998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Total Cost (thousands): \$476

Description:

Purpose:

County, City: City of Greenville, County of Greenville

Program Type: Non-Guideshare

Funding Source: Enhancement, ARC, & Local

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 59							\$ -
CONST			\$ 730						\$ 730
TOTAL	\$ -	\$ 59	\$ 730	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 730



Project: Arts Park Connectivity Trail

Total Cost (thousands): \$125

Description:

Purpose:

County, City:

Program Type: Non-Guideshare

Funding Source: Recreational Trails Program

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 125								\$ -
TOTAL	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Project: Boardwalks & Observation Deck Rehab/Replacement

Total Cost (thousands): \$109

Description:

Purpose:

County, City:

Program Type: Non-Guideshare

Funding Source: Recreational Trails Program

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW									\$ -
CONST		\$ 109							\$ -
TOTAL	\$ -	\$ 109	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Total Cost (thousands): \$3,050

Description:

Purpose:

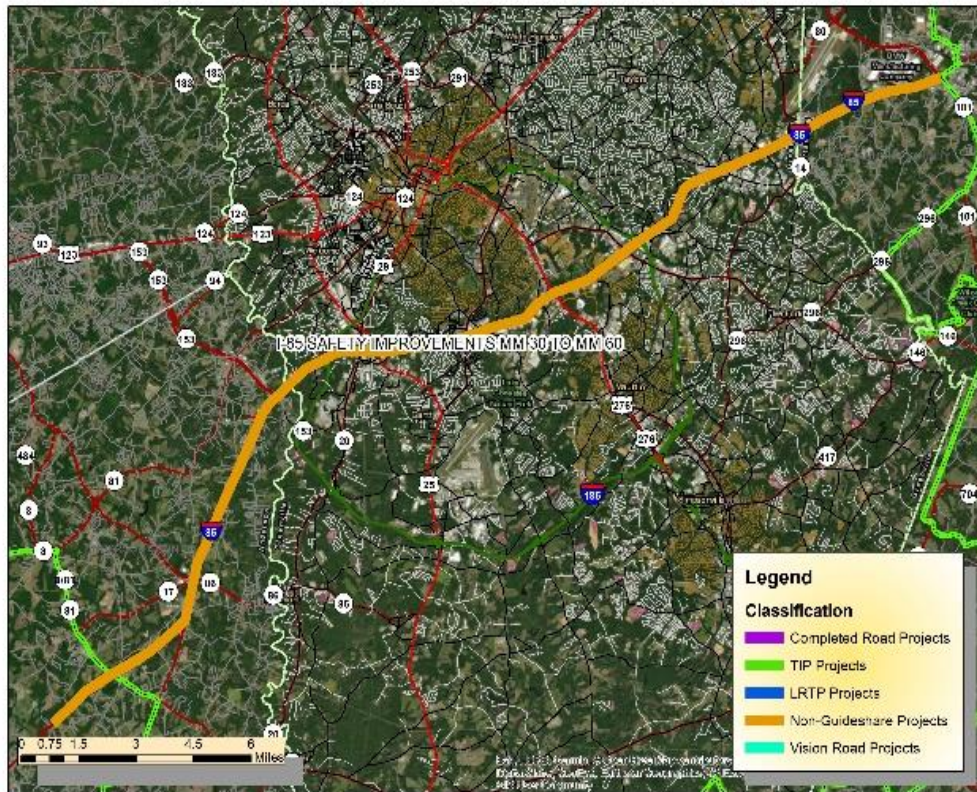
County, City: County of Anderson, County of Greenville, County of Spartanburg

Program Type: Non-Guideshare

Funding Source: Safety/HSP

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE		\$ 50							\$ -
ROW									\$ -
CONST			\$ 3,000						\$ 3,000
TOTAL	\$ -	\$ 50	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000



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

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

Description:

Purpose:

County, City: County of Anderson

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									
ROW		\$ 6,757							
CONST									
TOTAL	\$ -	\$ 6,757	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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



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



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



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

Total Cost (thousands): \$3,768

Description:

Purpose:

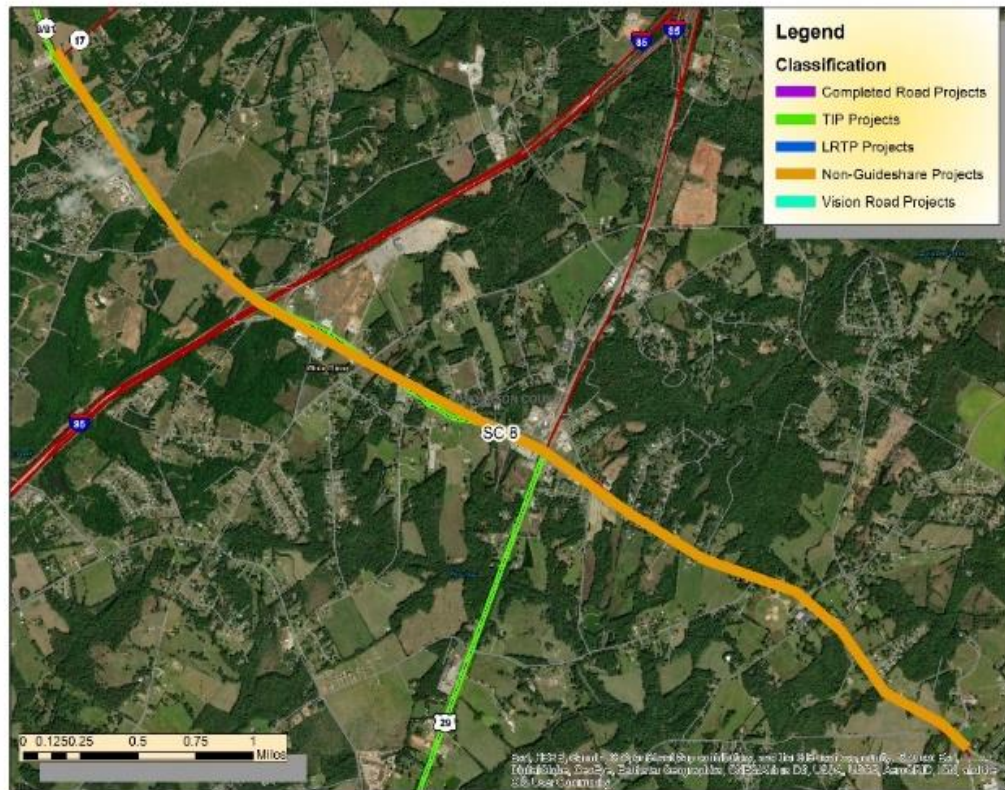
County, City: County of Anderson

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 3,768							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 3,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$2,006

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 2,006							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 2,006	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

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

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

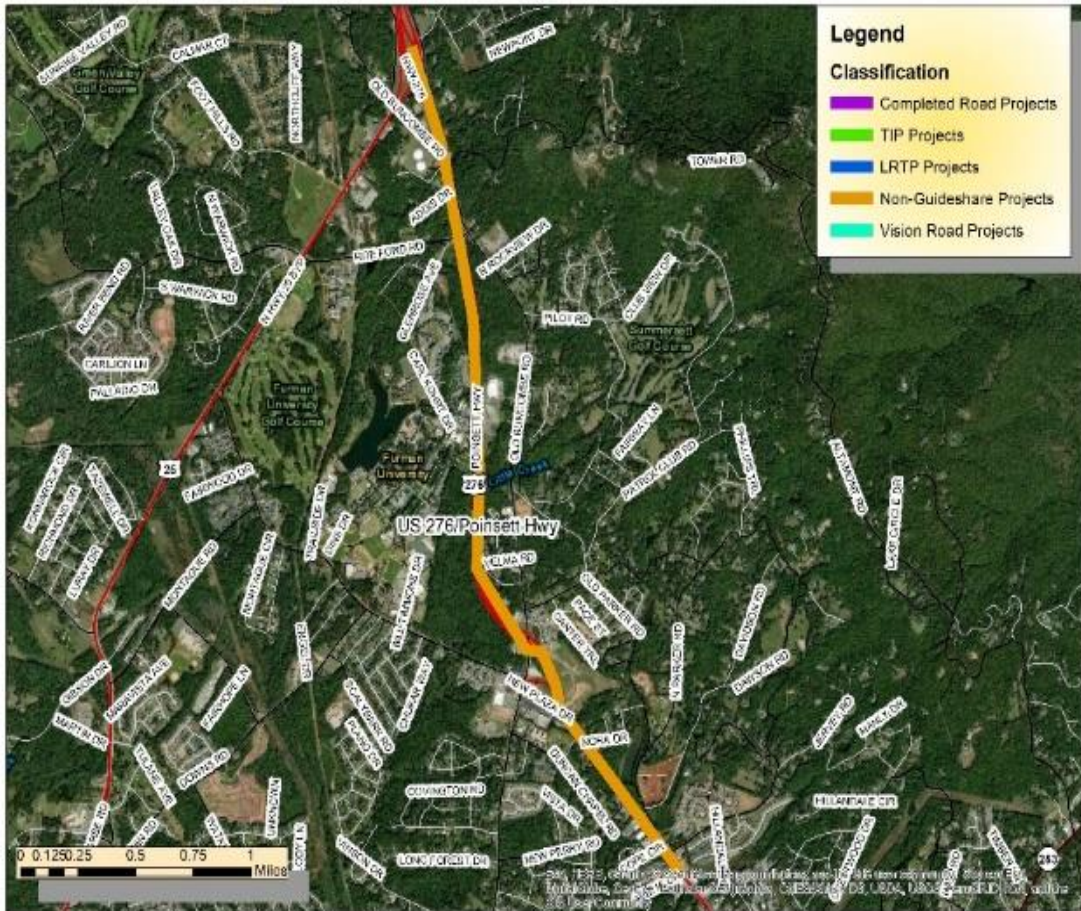
Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 3,571							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 3,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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



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



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

Total Cost (thousands): \$3,284

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

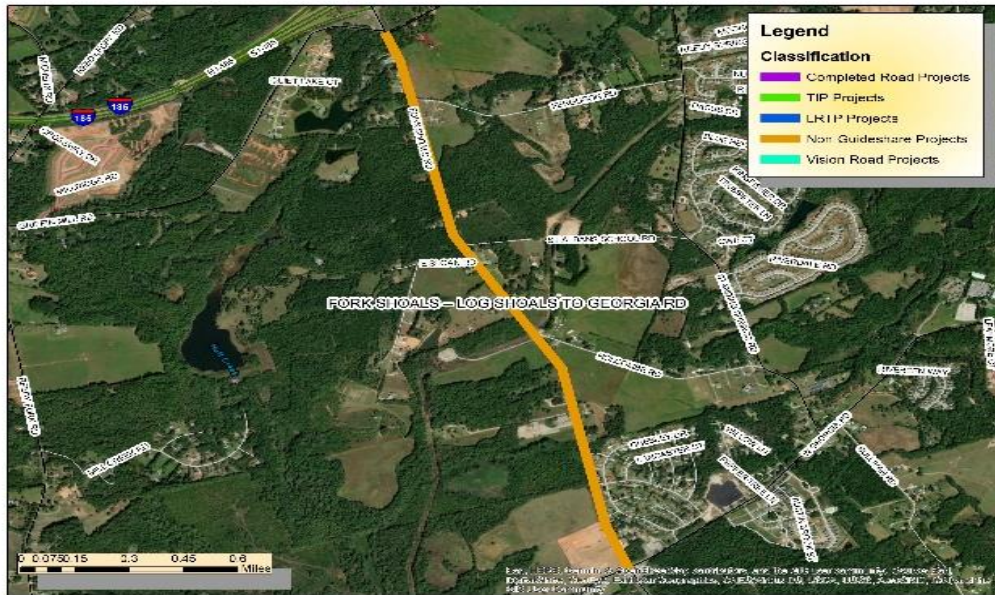
Funding Source: Reconstruction/Rehab

Remarks:

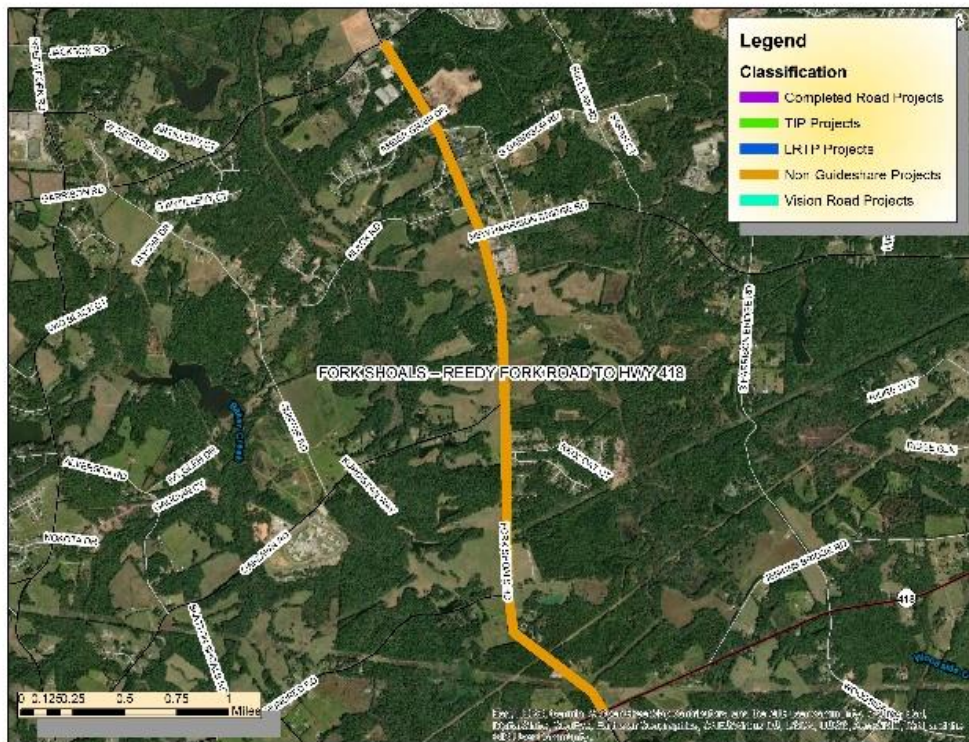
Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 3,284							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 3,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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



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



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

Total Cost (thousands): \$1,889

Description:

Purpose:

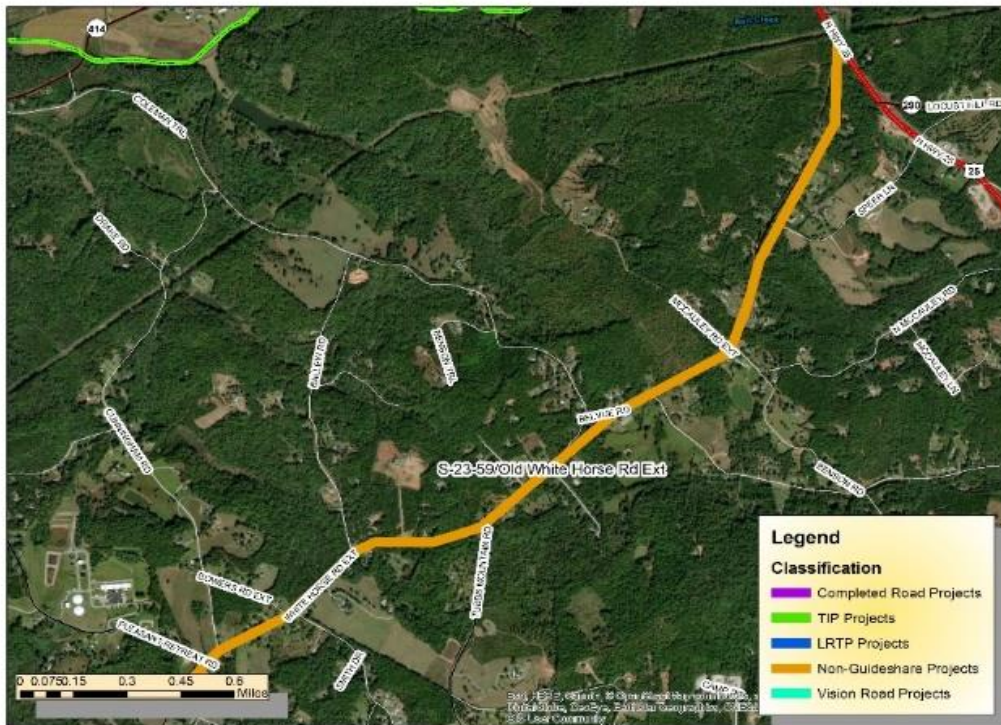
County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 1,889							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 1,889	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$476

Description:

Purpose:

County, City: County of Laurens

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 476							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$5,980

Description:

Purpose:

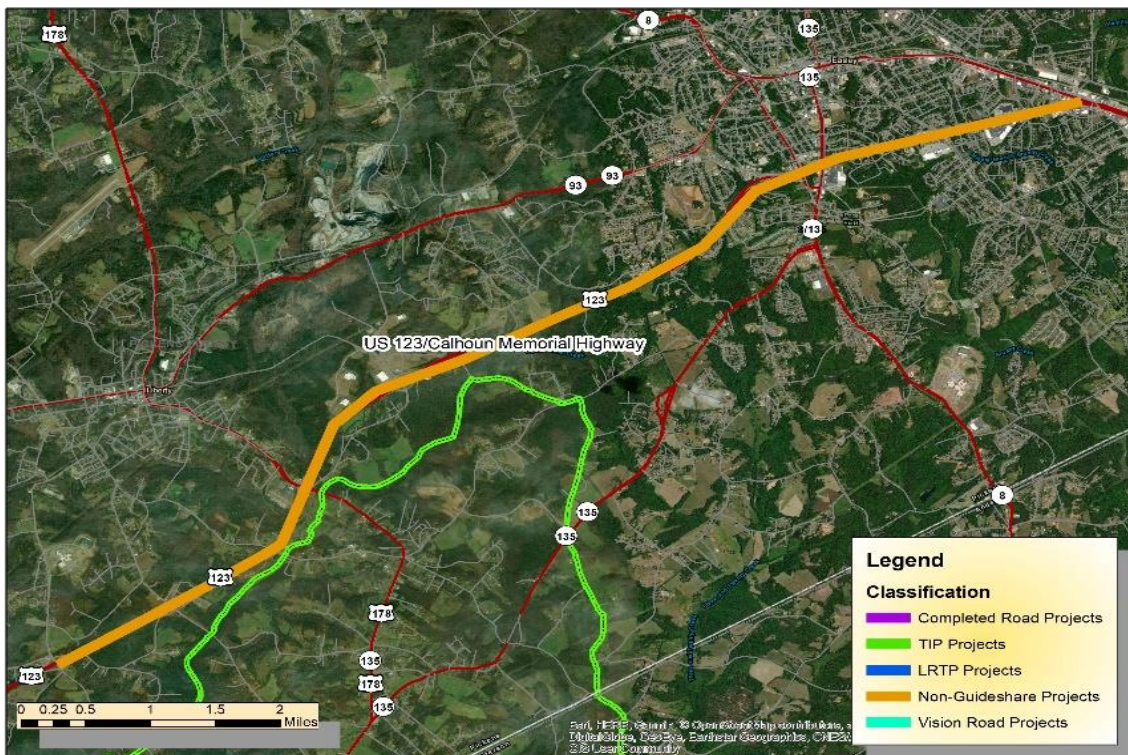
County, City: County of Pickens

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 5,980							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 5,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

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

Description:

Purpose:

County, City: County of Pickens

Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 2,929							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 2,929	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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



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



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



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

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

Description:

Purpose:

County, City: County of Pickens

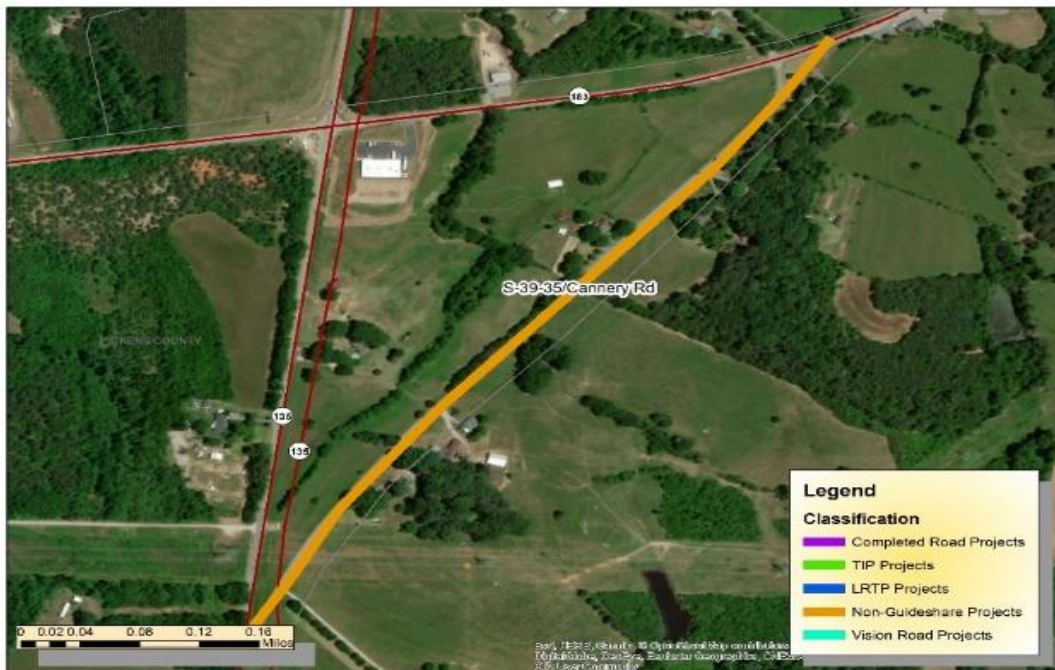
Program Type: Non-Guideshare

Funding Source: Reconstruction/Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW		\$ 995							\$ -
CONST									\$ -
TOTAL	\$ -	\$ 995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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



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

Total Cost (thousands): \$2,460

Description:

Purpose:

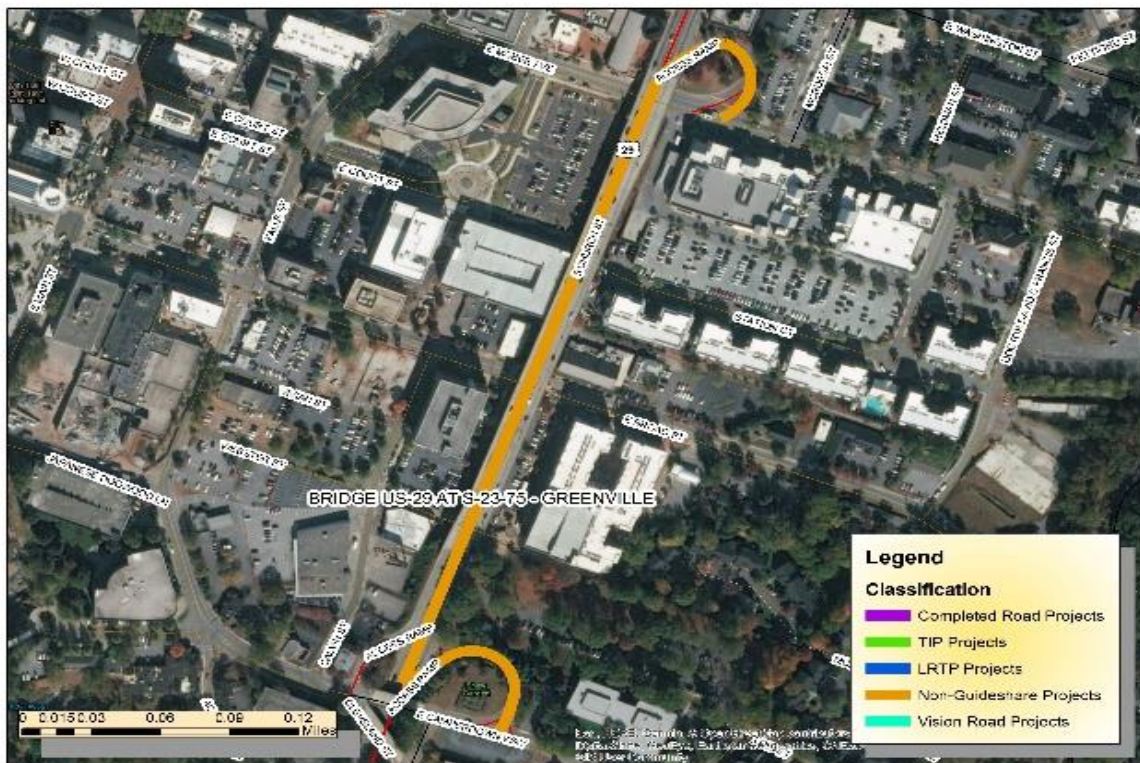
County, City: County of Greenville, City of Greenville

Program Type: Non-Guideshare

Funding Source: Bridge Rehab

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 2,460								\$ -
CONST									\$ -
TOTAL	\$ 2,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$2,043 + \$1,200 + \$12,400 = \$15,643

Description:

Purpose:

County, City: County of Greenville, City of Greenville

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 2,043	\$ 1,200							\$ -
CONST				\$ 12,400					\$ 12,400
TOTAL	\$ 2,043	\$ 1,200	\$ -	\$ 12,400	\$ -	\$ -	\$ -	\$ -	\$ 12,400



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

Total Cost (thousands): \$3,419

Description:

Purpose:

County, City: County of Pickens

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 3,419								\$ -
CONST									\$ -
TOTAL	\$ 3,419	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$1,352 + \$2,657 = \$4,009

Description:

Purpose:

County, City: County of Greenville, City of Greenville

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,352								\$ -
ROW									\$ -
CONST			\$ 2,657						\$ 2,657
TOTAL	\$ 1,352	\$ -	\$ 2,657	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,657



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

Total Cost (thousands): \$1,049 + \$2,360 = \$3,409

Description:

Purpose:

County, City: County of Spartanburg

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 1,049								\$ -
ROW									\$ -
CONST		\$ 2,360							\$ -
TOTAL	\$ 1,049	\$ 2,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$924 + 2,360 = \$3,284

Description:

Purpose:

County, City: County of Spartanburg

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 924								\$ -
ROW									\$ -
CONST		\$ 2,360							\$ -
TOTAL	\$ 924	\$ 2,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Combined Project #6: Projects Bridges S-23-335 at Enoree River, S-23-164 at Enoree River, S-23-526 at N Saluda, S-23-191 at Howard Branch, S-23-384 at Brushy Creek, S-23-270 at Tyger River, S-23-154 at Payne Branch, S-23-93 at Beaverdam Circle, S-23-132 at Armstrong Creek, and S-23-456 at Horse Creek

Total Cost (thousands): \$7,773 for all ten (10) projects.

Description:

Purpose:

County, City: County of Greenville

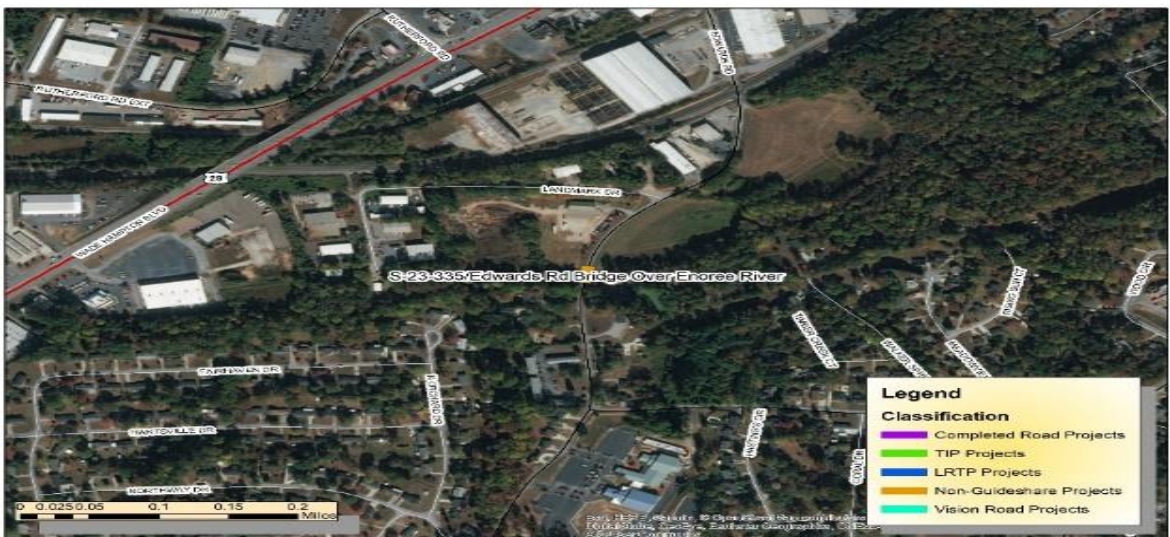
Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 7,773								\$ -
TOTAL	\$ 7,773	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

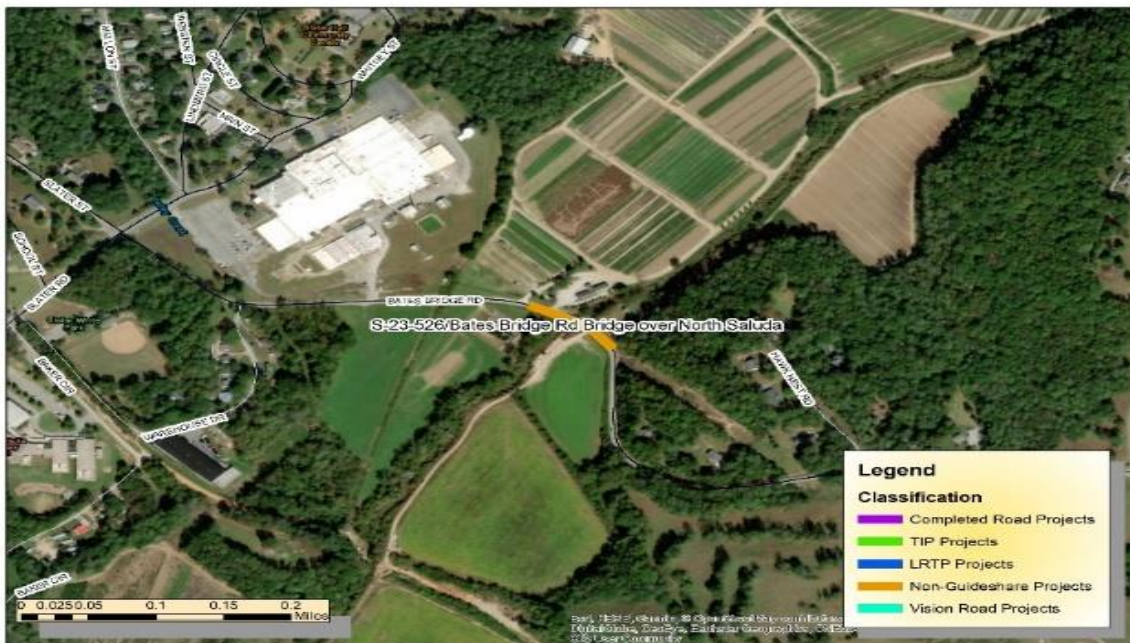
Part 1: Bridge S-23-335 at Enoree River – Greenville (S-23-335/Edwards Rd Bridge over Enoree River between Walker Springs Rd & Landmark Dr)



Part 2: Bridge S-23-164 at Enoree River - Greenville (S-23-164/Gibbs Shoals Rd over Enoree River between Freedom Pond Rd & W Phillips Rd)



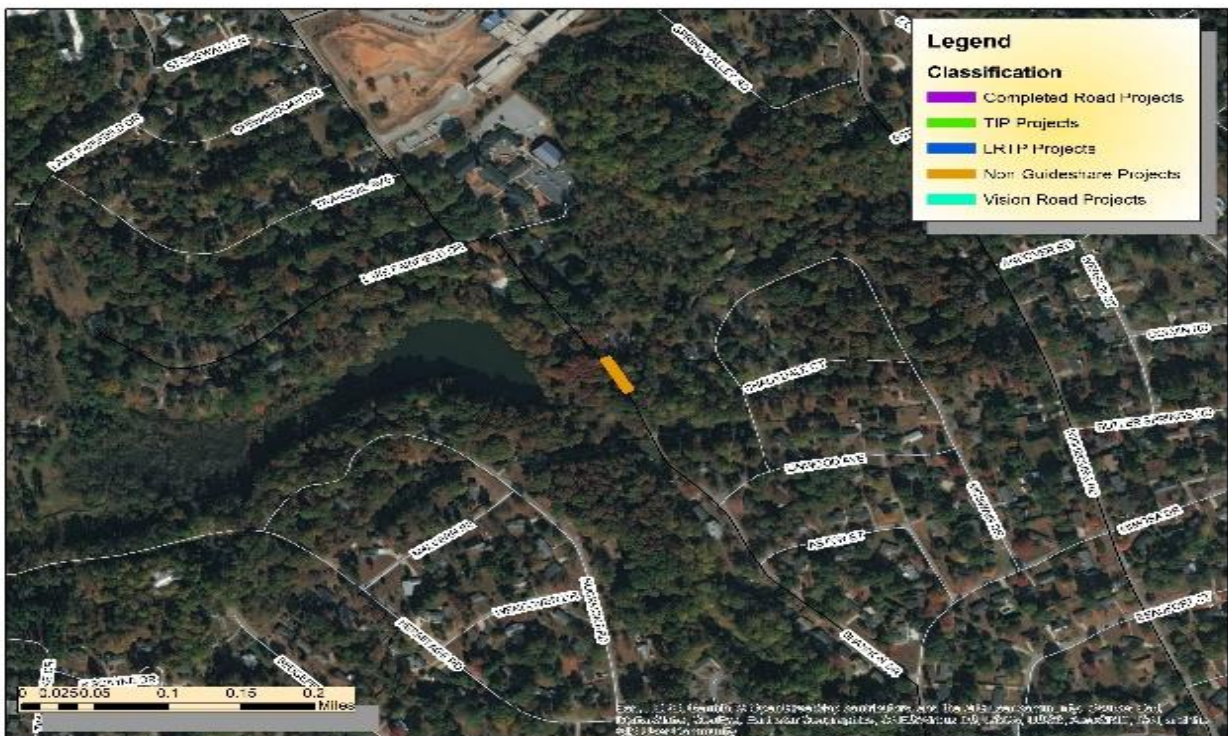
Part 3: Bridge S-23-526 at N Saluda – Greenville (S-23-526/Bates Bridge Rd Bridge over North Saluda between P-99 & Hawk Nest Rd)



Part 4: Bridge S-23-191 at Howard Branch – Greenville (S-23-191/Jones Mills Rd Bridge over Howard Branch between Sims Cir & Shellstone Dr)



Part 5: Bridge S-23-384 at Brushy Creek (S-23-384/Shannon Dr Bridge over Brushy Creek between Lake Fairfield Dr & Linwood Ave)



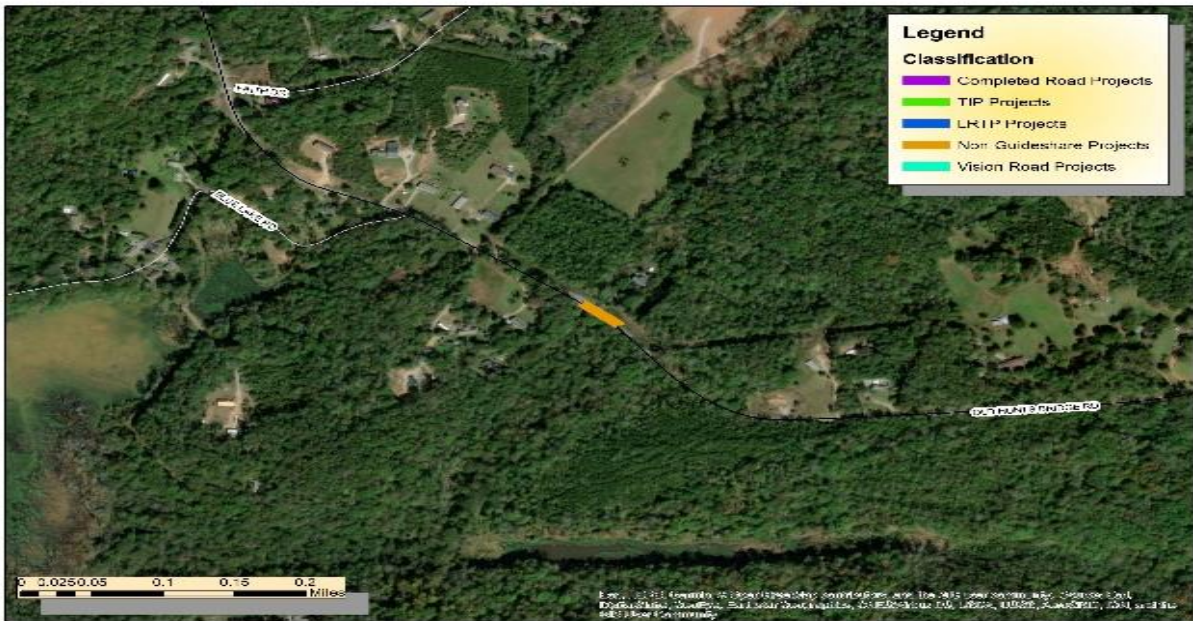
Part 6: Bridge S-23-270 at S Tyger River – GRVL (between Yeargin Rd & Beaver Run Dr)



Part 7: Bridge S-23-154 at Payne Branch (S-23-154/Tall Pines Rd Bridge over Payne Branch between Nash Mill Rd & Kittleson Dr)



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



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



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

Total Cost (thousands): \$6,250

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 750								\$ -
ROW									\$ -
CONST		\$ 5,500							\$ -
TOTAL	\$ 750	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$4,168

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE		\$ 1,000							\$ -
ROW					\$ 125				\$ 125
CONST						\$ 3,043			\$ 3,043
TOTAL	\$ -	\$ 1,000	\$ -	\$ -	\$ 125	\$ 3,043	\$ -	\$ -	\$ 3,168



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

Total Cost (thousands): \$600

Description:

Purpose:

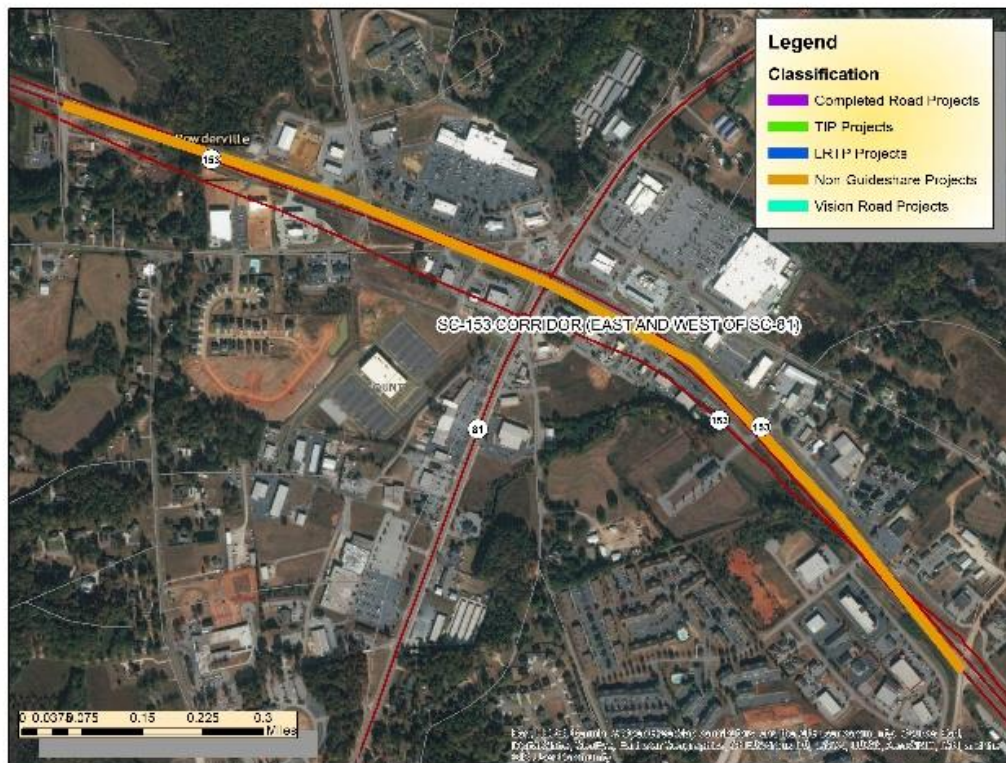
County, City: County of Spartanburg

Program Type: Non-Guideshare

Funding Source: Safety

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 600								\$ -
CONST									\$ -
TOTAL	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$300

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Safety

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 300								\$ -
ROW									\$ -
CONST									\$ -
TOTAL	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands):

Description:

Purpose:

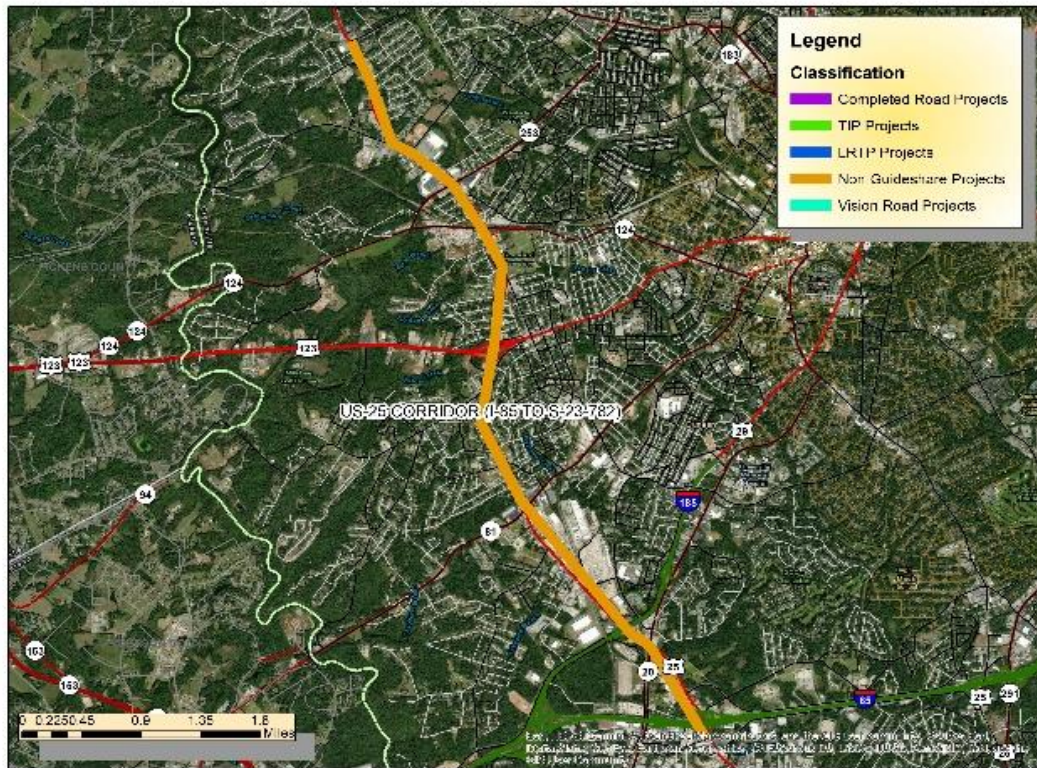
County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: Safety

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 300								\$ -
ROW									\$ -
CONST									\$ -
TOTAL	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$3000

Description:

Purpose:

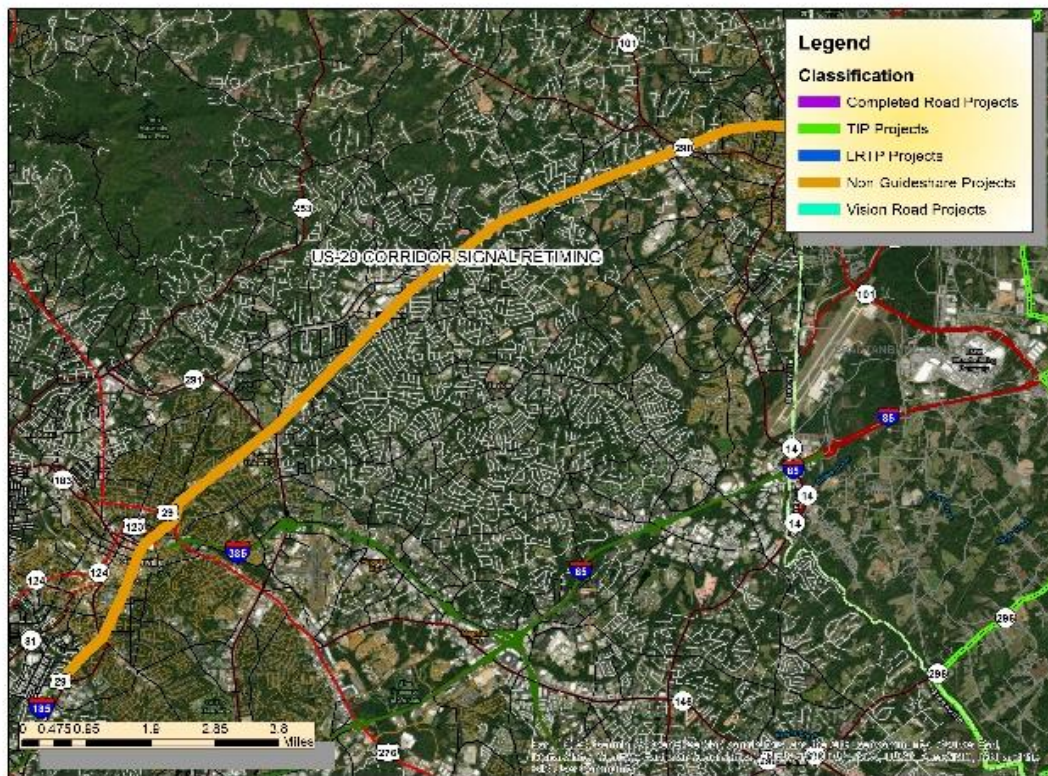
County, City:

Program Type: Non-Guideshare

Funding Source: NHS/IM

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 3,000								\$ -
CONST									\$ -
TOTAL	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$1,175,719 (\$667,999 of total cost between 2020 – 2025)

Description:

Purpose:

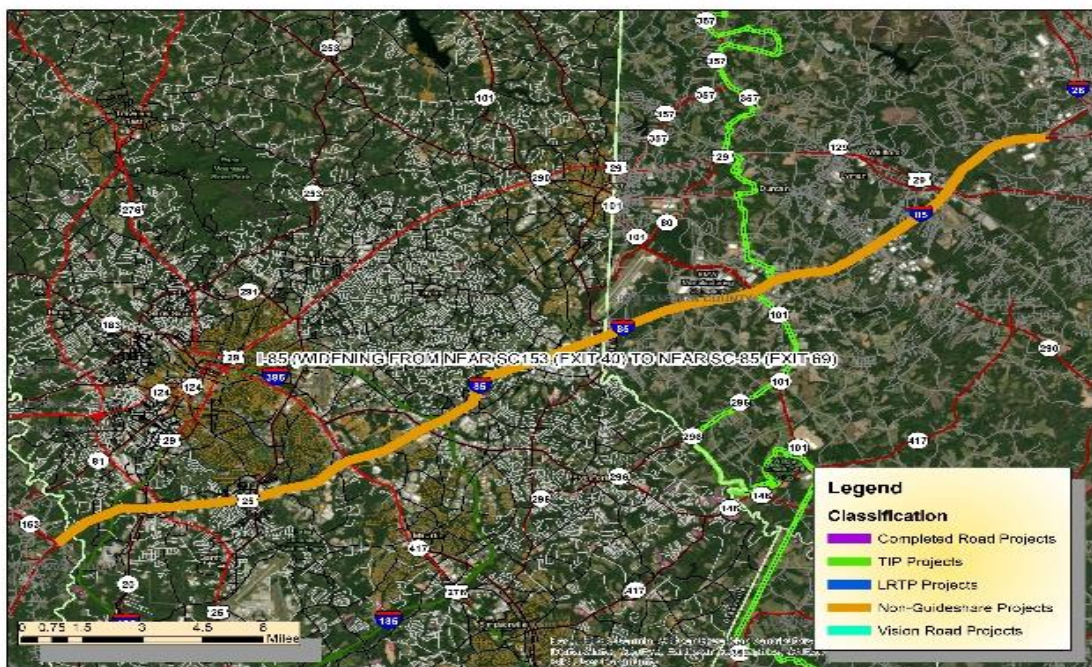
County, City:

Program Type: Non-Guideshare

Funding Source: NHS/IM

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE									\$ -
ROW	\$ 55,720								\$ -
CONST		\$ 10,000	\$ 10,000						\$ 10,000
Adv. Cons.		\$ 442,000	\$ 272,500						\$ 272,500
Adv. Cons. Conv.			\$ 147,333	\$ 238,166					\$ 385,499
TOTAL	\$ 55,720	\$ 452,000	\$ 429,833	\$ 238,166	\$ -	\$ -	\$ -	\$ -	\$ 667,999



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

Total Cost (thousands): \$30,000

Description:

Purpose:

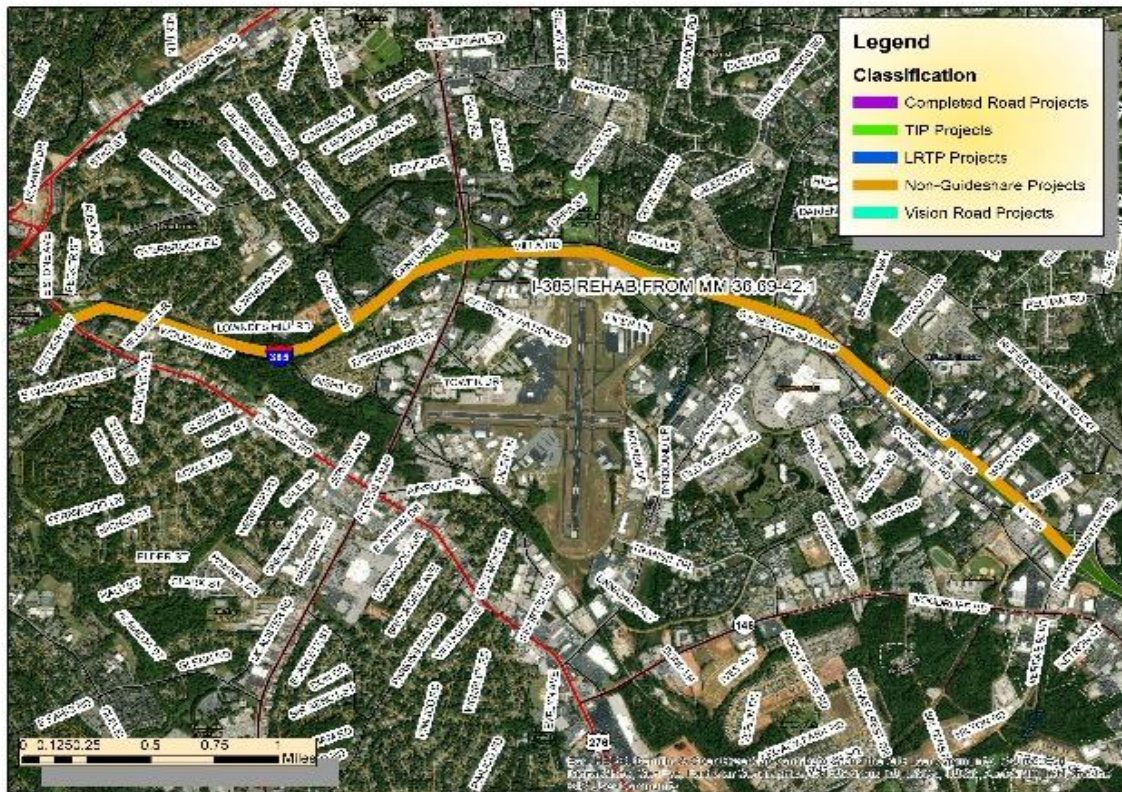
County, City:

Program Type: Non-Guideshare

Funding Source: NHS/IM

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 30,000								\$ -
ROW									\$ -
CONST									\$ -
TOTAL	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$275,000

Description:

Purpose:

County, City: County of Greenville

Program Type: Non-Guideshare

Funding Source: NHS/IM

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE	\$ 12,000								\$ -
ROW									\$ -
CONST	\$ 270,000								\$ -
TOTAL	\$ 270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Total Cost (thousands): \$45,200

Description:

Purpose:

County, City:

Program Type: Non-Guideshare

Funding Source: NHS/IM

Remarks:

Existing Non-Guideshare Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
PE		\$ 1,200							\$ -
ROW									\$ -
CONST		\$ 44,000							\$ -
TOTAL	\$ -	\$ 45,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Federal Transit Administration (FTA) Apportionments

Activities for the GTA/Greenlink and Clemson Area Transit are subsidized by FTA Section 53 funds (see pages 13 and 14).

Transit Projects Funded through FTA Apportionment

Agency	Grant Program	Allocation Year	UZA	Projects	Description	Project Total	Federal Share	Federal Amount	Federal Amount Sums per Project Type	Local Share	Local Amount	Source of Local Share
GTA	5307	FY 19	Greenville	ADA	Paratransit Service Assistance.	\$ 120,000.00	80%	\$ 96,000.00	\$ 96,000.00	20%	\$ 24,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Capital	Annual cost for audit services.	\$ 19,000.00	80%	\$ 15,200.00	\$ 389,600.00	20%	\$ 3,800.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Capital	Bus Support Equipment - Annual cost for transit planning software.	\$ 32,000.00	80%	\$ 25,600.00		20%	\$ 6,400.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Capital	Insurance - Annual cost for insurance.	\$ 100,000.00	80%	\$ 80,000.00		20%	\$ 20,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Capital	AVL (Automated Vehicle Locator) System - user fees/system maintenance fees.	\$ 30,000.00	80%	\$ 24,000.00		20%	\$ 6,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Capital	Mobile Fare Equipment - Genfare support and software upgrades.	\$ 30,000.00	80%	\$ 24,000.00		20%	\$ 6,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Capital	Bus Support Equipment - Acquisition of mobile fare collection equipment.	\$ 4,000.00	80%	\$ 3,200.00		20%	\$ 800.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Capital	Rolling Stock - Purchase of 1 35' bus (multi-source).	\$ 256,000.00	85%	\$ 217,600.00		15%	\$ 38,400.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Greenville	Operating Assistance	Special Rule Operating Assistance 1-75 Buses.	\$ 2,300,000.00	50%	\$ 1,150,000.00		\$ 1,150,000.00	50%	\$ 1,150,000.00
GTA	5307	FY 19	Greenville	Preventative Maintenance	Preventative Maintenance Activities.	\$ 600,000.00	80%	\$ 480,000.00	\$ 480,000.00	20%	\$ 120,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Mauldin - Simpsonville	ADA	Paratransit Service Assistance.	\$ 200,000.00	80%	\$ 160,000.00	\$ 160,000.00	20%	\$ 40,000.00	
GTA	5307	FY 19	Mauldin - Simpsonville	Capital	Mobile Fare Equipment - Genfare support and software upgrades.	\$ 30,000.00	80%	\$ 24,000.00	\$ 128,000.00	20%	\$ 6,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Mauldin - Simpsonville	Capital	Misc. Bus Support - Fees associated with ongoing use of transit planning software.	\$ 50,000.00	80%	\$ 40,000.00		20%	\$ 10,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Mauldin - Simpsonville	Capital	AVL (Automated Vehicle Locator) System - user fees/system maintenance fees.	\$ 30,000.00	80%	\$ 24,000.00		20%	\$ 6,000.00	Greenville County/City of Greenville/Philanthropic Contributions
GTA	5307	FY 19	Mauldin - Simpsonville	Capital	Bus Shelters - Purchase of 5 bus shelters for upgrades to existing system.	\$ 50,000.00	80%	\$ 40,000.00		20%	\$ 10,000.00	Greenville County/City of Greenville/Philanthropic Contributions

Transit Projects Funded through FTA Apportionment continued

Clemson Area Transit Project List								
Project	Description	Fiscal Year (FY)	Funding Source	Funding Required	Federal Share Percentage	Source of Local Funds	Equals	Must Equal
Planning	Planning Activities	2019	5303 Annual Apportionment	\$100,000.00	80%	City of Clemson/Partners	\$100,000.00	\$ 80,000.00
Capital		2019	5307 Annual Apportionment		80%	City of Clemson/Partners		
Operating Assistance	Operating Support for Fixed Route Service	2019	5307 Annual Apportionment	\$612,918.00	50%	City of Clemson/Partners		
Enhancements/Improvements (Safety & Security)		2019	5307 Annual Apportionment	\$10,318.00	80%	City of Clemson/Partners	\$1,031,848.68	\$1,031,848.68
ADA		2019	5307 Annual Apportionment		80%	City of Clemson/Partners		
Planning Administration		2019	5307 Annual Apportionment			City of Clemson/Partners		
Preventative Maintenance	Preventative Maintenance and Vehicle Maintenance Activity	2019	5307 Annual Apportionment	\$408,612.68	80%	City of Clemson/Partners		
Bus and Bus Facilities	Bus purchases or facility improvements/updates	2019	5339 Annual Apportionment	\$111,921.56	80%	City of Clemson/Partners	\$111,921.56	\$ 111,921.56
Operating Assistance	Operating Support for Fixed Route Service	2019	SMTF Annual Apportionment	\$74,790.23	50%	City of Clemson/Partners	\$104,790.23	\$ 104,790.23
Preventative Maintenance	Preventative Maintenance and Vehicle Maintenance Activity	2019	SMTF Annual Apportionment	\$30,000.00	80%	City of Clemson/Partners		

Transportation Alternatives

Transportation Alternative projects are funded by a 10 percent set aside from the Surface Transportation Program. These funds may only be spent on projects that fit one of 3 categories of eligible activities (see page 12).

FY 2019 TA Approved Projects									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
Town of Central		\$ 643							\$ 643
									\$ -
									\$ -
TOTAL	\$ -	\$ 643	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 643

Projects currently in TIP for TA Funding:

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

Transportation Alternatives Projects									
Activity	Previous	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TIP Total
City of Simpsonville – Simpsonville Swamp Rabbit Trail	\$ 280								\$ -
Anderson School District One – Ragsdale Road Sidewalks	\$ 200								\$ -
City of Easley – Brushy Creek Greenway Phase 1&2	\$ 534								\$ -
City of Greenville – Woodruff Road Sidewalks	\$ 361								\$ -
Anderson School District Four – Riverside Middle School Sidewalks	\$ 250								\$ -
Greenville County – Poinsett Corridor Pedestrian and Landscaping	\$ 1,245								\$ -
Town of Williamston – Minor Street Sidewalk Project – Phase 1	\$ 200								\$ -
City of Greenville - Haywood Rd Sidewalks	\$ 400								\$ -
Anderson County - Ragsdale Road Sidewalks Additional Funding	\$ 320								\$ -
City of Fountain Inn - Woodside Parks Connector	\$ 351								\$ -
City of Pickens - Pickens Downtown Doodle Connector	\$ 404								\$ -
Town of Central - Southern Wesleyan University to Town of Central Pedestrian/Bike Connector	\$ 643								
TOTAL	\$ 5,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TIP Notice

NOTICE TO PUBLISH _____

THE ITEM NEWSPAPER

PUBLIC NOTICE

The Greenville-Pickens Area Transportation Study (GPATS) pursuant to the requirements of the Fixing America's Surface Transportation Act (FAST Act), gives notice of the following action. Effective _____, GPATS will accept public review and comment on amendments to the 2020 - 2025 Greenville-Pickens Area Transportation Study (GPATS) Transportation Improvement Plan (TIP). This TIP outlines the federally funded transportation projects that GPATS is considering for the next four (4) years and serves as our plan to improve transportation services in the Greenville-Pickens community. The TIP also includes funding to support public transit services provided by Clemson Area Transit (CAT) & Greenville Transit Authority (GTA) dba Greenlink within the Greenville urbanized area.

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

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

Written comments may be sent to:

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

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

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