
Transportation Study 2012 Revision
Richland County On-Call Services - Task Order #4

RC PS 533

Submitted to:



Richland County
South Carolina

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TABLE OF CONTENTS

| | |
|--|------------|
| 1.0 Introduction | 1-1 |
| 2.0 Summary of Prior Studies..... | 2-1 |
| 2.1 2008 Report Summary..... | 2-1 |
| 2.1.1 2008 Report Goals and Objectives | 2-1 |
| 2.1.2 2008 Report Findings..... | 2-1 |
| 2.1.3 2008 Report Recommendations..... | 2-2 |
| 2.1.4 2008 Report Recommendations and Outcomes..... | 2-3 |
| 2.2 2010 Report Summary..... | 2-3 |
| 2.2.1 2010 Report Goals and Objectives | 2-3 |
| 2.2.2 2010 Report Findings..... | 2-3 |
| 2.2.3 2010 Report Recommendations and Outcome | 2-5 |
| 3.0 Current 2012 Study..... | 3-1 |
| 3.1 2012 Study Purpose and Goal | 3-1 |
| 3.2 Key Changes From Prior Studies..... | 3-1 |
| 3.2.1 2012 Study Project Cost Escalation Factors | 3-1 |
| 3.2.2 2012 Study Revenue Escalation Factors | 3-2 |
| 3.2.3 2012 Study Sensitivity Analysis..... | 3-3 |
| 3.2.4 2012 Study Project Prioritization | 3-3 |
| 3.2.5 Transit Projects..... | 3-4 |
| 3.3 Project Needs and Cost Updates..... | 3-4 |
| 3.3.1 Roadway Projects..... | 3-4 |
| 3.3.2 Transit..... | 3-5 |
| 3.3.3 Other Modes (Pedestrian/Bicycle/Greenways)..... | 3-6 |
| 3.4 Revenue Updates..... | 3-7 |
| 3.5 Project Phasing..... | 3-10 |
| 3.6 Project Cost and Revenue Analysis..... | 3-11 |
| 4.0 Study Findings | 4-1 |

LIST OF FIGURES

| | |
|--|-----|
| Figure 1: 25-Year Funding Needs (2010 Study)..... | 2-4 |
| Figure 2: 25-Year Revenue Allocation (2010 Study)..... | 2-5 |
| Figure 3: Construction Cost Growth Rates..... | 3-2 |
| Figure 4: Revenue Growth Rates..... | 3-3 |
| Figure 5: 25-Year Funding Needs..... | 3-7 |
| Figure 6: Local Sales Tax Collection | 3-8 |
| Figure 7: Revenue Estimates (Millions of YOE Dollars)..... | 3-9 |
| Figure 8: 25-Year Revenue Allocation (2012 & YOE)..... | 4-2 |

LIST OF TABLES

| | |
|---|------|
| Table 1: Estimated 25-Year Transportation Funding Needs (2010 Study) | 2-4 |
| Table 2: 25-Year Revenue Potential (2010 Study) | 2-4 |
| Table 3: 25-Year Roadway Funding Needs..... | 3-5 |
| Table 4: 25-Year Transit Funding Needs, CMRTA | 3-6 |
| Table 5: 25-Year Funding Needs for Pedestrian/Bicycle/Greenway Projects | 3-6 |
| Table 6: Estimated 25-Year Transportation Funding Needs | 3-7 |
| Table 7: 25-Year Revenue Potential | 3-9 |
| Table 8: Example of Current versus YOE Dollars..... | 3-10 |
| Table 9: 25-Year Transportation Needs Outlook | 3-11 |
| Table 10: 25-Year Revenue Allocation from One-Percent Sales Tax..... | 3-12 |

LIST OF APPENDICES

Appendix A – List of Approved Roadway Projects

Appendix B – List of Approved Bicycle/ Pedestrian/ Greenway Projects

Appendix C – List of Approved Medium and Long-Term Projects

Appendix D – CMRTA Vision 2020

1.0 INTRODUCTION

In May 2007 Richland County commissioned a study to analyze the County's transportation system, identify needs, develop projects and explore funding options. The study was completed, and a final report submitted to Richland County in May 2008. The costs for the high priority projects were updated in 2010 to reflect the downward trend in the economy. This report updates the high priority projects status and cost estimates to 2012 dollars. The purpose of this report is to evaluate and update the information provided in that prior study. Therefore, this report is structured to provide a good understanding of the earlier study, updated assumptions, and findings from the current study. The chapters in this report are arranged as follows:

- Chapter 2 summarizes the findings and recommendations from the earlier studies.
- Chapter 3 outlines the process and methodology used in the current study.
- Chapter 4 provides findings and recommendations.
- List of approved projects and improvements are included as an Appendix.

2.0 SUMMARY OF PRIOR STUDIES

2.1 2008 Report Summary

In October 2006, Richland County Council established by ordinance the Richland County Transportation Study Commission (Ordinance Number 091-061HR). The 39-member Commission included three standing subcommittees: Greenways and Pedestrian Modes, Vehicular Traffic Improvements/Roads, and Public Transit. This chapter briefly summarizes key points and highlights from the earlier study.

2.1.1 2008 Report Goals and Objectives

The Richland County Transportation Study's principal goal was to define transportation issues within the County and develop alternatives for creating a coordinated intermodal transportation plan. The study focused on correcting problem areas and increasing the existing transportation system's overall efficiency, accessibility, and level of service (LOS) in the short term. It also included developing recommendations to coordinate land use and transportation planning initiatives for 2025 and beyond. The study's objectives included:

- Analyze existing status of transportation system in the County, including local funding sources.
- Identify transportation needs for the next 25 years and develop a comprehensive list of projects and order-of-magnitude cost.
- Assist Richland County decision-makers in understanding potential transportation funding options, magnitudes, and challenges as they consider and select candidate sources for further analysis.
- Provide an understanding of likely sources of new local revenue to fund projects.

2.1.2 2008 Report Findings

Roadway

The 2008 Study findings indicated that Richland County has struggled to keep pace in maintaining an efficient LOS on its roadways to handle the large volume of traffic moving about the County on an average day. This was evident on roads in every sub-area of the County, such as Broad River Road, Hardscrabble Road, Two Notch Road, and Garners Ferry Road.

The regional traffic model, which was used in the study, indicated that there were approximately 2 million daily trips in the study area. These trips resulted in 15 million vehicle miles of travel (VMT) and 387,000 vehicle hours of travel (VHT) per day. Of the daily VMT, almost half (45 percent) is operating under congested conditions.

Transit

The most pressing public transit issue facing Richland County was and still is Central Midlands Regional Transit Authority (CMRTA) operations. To strengthen CMRTA's role in the County's transportation system, it will be necessary to improve the current operating

LOS and explore funding strategies for leveraging available funding and increasing ridership and routes.

Other Modes(Pedestrian, Bicycle and Greenways)

Other modes include bicycle, pedestrian, and greenways. With only eight miles of designated bike lanes (along four major roadways) within the County, the cycling infrastructure is grossly inadequate. In addition, the existing bike facilities fail to promote connectivity and linkages between existing population centers and trail systems. However, the 2008 Study noted that South Carolina Department of Transportation (SCDOT), Richland County, Columbia Area Transportation Study (COATS), CMCOG, and the City of Columbia has implemented various new initiatives, formed partnerships, and sponsored events to promote bicycle and pedestrian activities in the community.

Funding

The majority of Richland County's roadway infrastructure is supported through Federal and State allocation of fuel tax and vehicle registration. Two primary local roadway programs in Richland County are "Dirt Road Paving" and "Local Road Re-Surfacing" programs. Projects in these programs are re-prioritized on a four-year basis and approximately \$2.4 million per year is allocated between the two programs. The study concluded that inadequate transportation funding has the following consequences for the quality of life of Richland County residents:

- Based on current funding levels, it will take over 100 years to re-surface every County-maintained road and over 150 years to pave all County-maintained roads.
- Without a dedicated source of local funding, public transit service in Richland County may be reduced or eliminated as soon as 2009.
- The lack of funding for pedestrian and bicycle facilities has resulted in only eight miles of dedicated bicycle lanes in Richland County and construction of few sidewalks along County roads.

The lack of local funding also hinders the urban area's ability to match Federal and State funding that is available to enhance transportation infrastructure. Thus, as part of the study, alternative funding options were evaluated to bridge the funding gap. Although a wide range of funding options were studied, most of them were not applicable to Richland County. Richland County and the Transportation Commission identified the local option sales tax as the best option for further investigation based on its flexibility, experience and ease of implementation in other South Carolina counties and the potential to generate the most revenue

2.1.3 2008 Report Recommendations

Based on the analysis of various funding options, their revenue potential, reliability, and public acceptability, Richland County and the Transportation Commission recommended the Local Option Transportation Sales Tax (LOTST) as follows:

- Implement a one percent Local Option Transportation Sales Tax (LOTST) for an initial period of eight years. There are three versions of the sales tax (General Local Option Sales Tax, Local Option Capital Projects Sales Tax, and Local Option Transportation Sales Tax). The Capital Projects Tax is limited in its use, has a

seven-year term, and the proceeds from the tax cannot be used for transit operations. Only the Transportation Authority Sales Tax allows the flexibility of up to 25 years and its proceeds may be used for transit operations.

- There is an existing one percent local option sales tax in Richland County used solely for property tax relief; the LOTST initiative only requires voter approval and no changes in state legislation.
- Of the many funding options explored, LOTST has the potential to generate the most revenue, \$521.48 million over the eight year period. Of the total revenue (\$521.48 million in eight years), three percent (\$15.64 million) is set aside to cover the cost of program administration. The remaining ninety-seven percent of the revenue (\$505.84 million) would be distributed, 60 percent for roadways, 25 percent for transit, and 15 percent for pedestrian/bicycle/greenway improvements.
- The County would continue to explore other funding sources to complement the one percent LOTST program, including state and federal earmarks, revenue bonds and the State Infrastructure Bank (SIB) as funding becomes available.

2.1.4 2008 Report Recommendations and Outcomes

Upon adoption of the plan by the TSC Executive Committee, the plan was presented to Richland County Council. Upon review of the plan by County Council, there was not enough support from the Council Members to include it on the November 2008 referendum.

2.2 2010 Report Summary

2.2.1 2010 Report Goals and Objectives

The purpose of the 2010 study was to update the project cost and revenue numbers presented in the 2008 Study, discussed in the earlier section of this report. The goal was to estimate realistic project cost and revenue forecasts based on existing economic conditions and develop a 25-year comprehensive transportation plan. The scope of services for the 2010 study was as follows:

- Review the original 2008 project cost and revenue forecasts as presented in the Richland County Transportation Study.
- Work with Richland County and SCDOT to obtain latest sales tax information and local construction cost information to update the cost and revenue estimates.
- Estimate revenue streams over a 25-year period, including a range of low-medium-high forecasts through sensitivity analysis of tax rates.
- Update and provide project cost information in current dollars.
- Assist Richland County to prioritize projects and develop construction timelines to match revenue forecasts over the 25-year period.

2.2.2 2010 Report Findings

The 2010 Study estimated approximately \$2.0 billion in transportation funding needs for 25 years (see **Table 1** below). In terms of priority, high priority projects account for 47 percent, medium priority account for 25 percent and long-term priority accounts for the remaining 28 percent of total project needs. In terms of modes, roadway improvement needs account for

the majority of the funding, 63 percent of the total needs. Transit needs account for 21 percent and other modes account for the remaining 16 percent of the total 25-year needs (see **Figure 1**).

Table 1: Estimated 25-Year Transportation Funding Needs (2010 Study)

| Transportation Modes | (Amount in Millions of 2010 Dollars) | | | |
|-----------------------------------|--------------------------------------|-----------------|--------------------|------------------|
| | High Priority | Medium Priority | Long-term Priority | Total |
| Roadway | \$471.9 | \$406.8 | \$411.7 | \$1,290.4 |
| Transit | \$434.80 | 0 | 0 | \$ 434.8 |
| Pedestrian/Bicycle/Greenways | \$60.4 | \$113.6 | \$146.5 | \$ 320.5 |
| Total Needs from Sales Tax | \$ 967.1 | \$ 520.4 | \$ 558.2 | \$2,045.7 |

NOTE:

1. Transit needs in this table represent total 25-year need which includes the 15-year needs as identified in the CMRTA study plus the 10 additional years.

Figure 1: 25-Year Funding Needs (2010 Study)

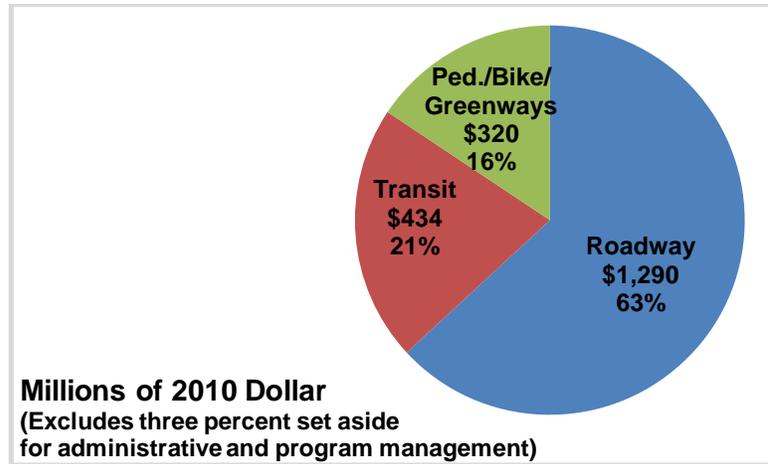


Table 2: 25-Year Revenue Potential (2010 Study)

| Forecast Scenario | (Millions of 2010 Dollars) | | (Millions of YOE Dollars) | |
|-------------------|----------------------------|---------------------|---------------------------|---------------------|
| | One-Cent Sales Tax | Half-Cent Sales Tax | One-Cent Sales Tax | Half-Cent Sales Tax |
| Worst Case | \$1,060 | \$530 | \$1,558 | \$779 |
| Optimistic | \$1,171 | \$585 | \$1,843 | \$921 |
| Responsible | \$1,116 | \$558 | \$1,669 | \$834 |

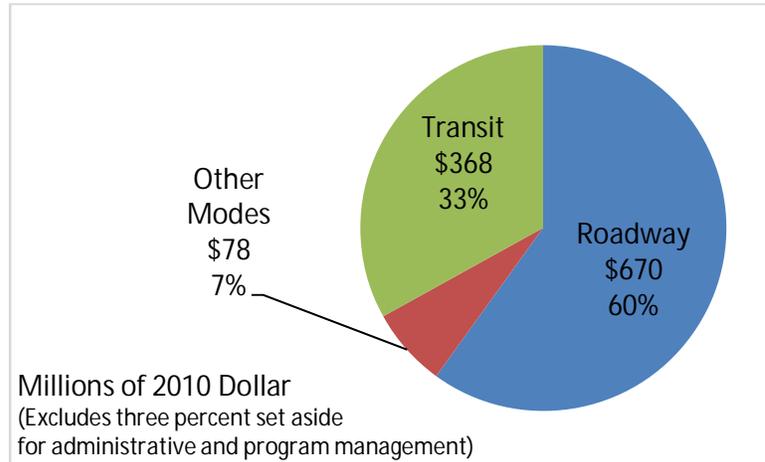
NOTE:

1. Revenue potential includes net revenue available for projects. It excludes the three percent set aside for administrative and program management cost.

2.2.3 2010 Report Recommendations and Outcome

As shown in **Figure 2**, council-recommended revenue allocation of 60 percent, 33 percent, 7 percent between roadway, transit, and other modes respectively. The completed analysis shows that a one percent sales tax would generate enough revenue to fund all of the high-priority project needs identified for the next 25 years, some of the medium-priority projects, but none of the longer term projects.

Figure 2: 25-Year Revenue Allocation (2010 Study)



Upon approval of the plan by the County Council, it was included in the November 2010 referendum. If approved, this Local Options Sales tax initiative would have increased the sales tax by one percent in Richland County. The initiative did not pass during the November 2010 referendum, having been defeated by less than two percent of the votes.

3.0 CURRENT 2012 STUDY

The current study was authorized by Richland County under the On-Call Services Contract as Task Order #4 on April 21, 2012.

3.1 2012 Study Purpose and Goal

The purpose of the current study is to update the project cost and revenue numbers presented in the prior study as discussed in Chapter 2. The goal is to estimate realistic project cost and revenue forecasts based on existing economic conditions and develop a 25-year comprehensive transportation plan. The scope of services for the current study is as follows:

- Review the original project cost and revenue forecasts as presented in the Richland County Transportation Study.
- Work with Richland County and SCDOT to obtain latest sales tax information and local construction cost information to update the cost and revenue estimates.
- Estimate revenue streams over a 25-year period, including a range of low-medium-high forecasts through sensitivity analysis of tax rates.
- Update and provide project cost information in current dollars.
- PB will estimate the revenue stream over an up to twenty-five (25) year period (2012 – 2037). PB will work with Richland County to develop a reasonable revenue forecast by developing a range of low-medium-high forecasts through sensitivity analysis of tax rates. The one percent, half a percent and quarter percent tax rates will be evaluated.
- PB will update and provide project cost information in 2012 Dollars. Project estimate will be developed for individual funding categories including roadway, transit, and greenways/ bike/pedestrian based on percentages used in the 2010 revision.
- PB will assist Richland County with two presentations, Joint Transportation Committee and County Council.

3.2 Key Changes From Prior Studies

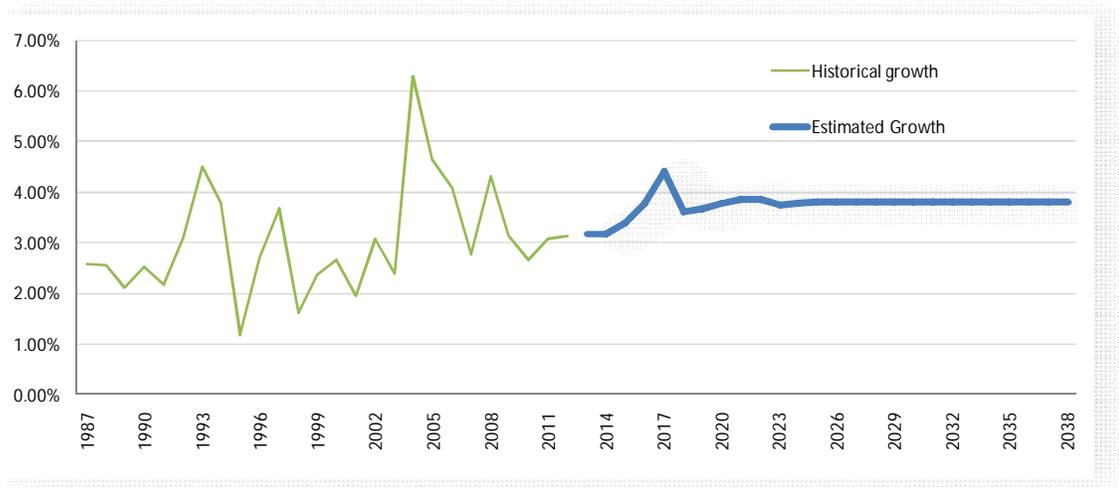
Since the completion of the prior studies in May 2008 and the 2010 cost update, significant changes in the economy have greatly impacted the construction industry. This study examines the estimation of project cost and revenue based on factors that would impact short-term (next five years) forecast and an average factor for a longer-term (beyond five years) forecast. The following sections detail the key factors and their impacts.

3.2.1 2012 Study Project Cost Escalation Factors

Figure 3 shows annual growth in construction cost index based on the Engineering News Record (ENR) cost index. In the past 25-years, annual cost escalation varies significantly, but in general is trending up. A closer look at recent years show that the construction cost is starting to see an upswing after the slow downturn between 2008 and 2010. For the purpose of estimating future year cost escalation, this study looked at short and long term average growth rates as follows:

- In the short term, it is assumed that the most recent cost escalation trend would continue for the next five years.
- In the long term, a five year running average is used to escalate cost for the remaining 20-years of the program.

Figure 3: Construction Cost Growth Rates¹



3.2.2 2012 Study Revenue Escalation Factors

This study looked at various factors and industry standard indexes to provide a range of potential revenue from implementing the one-cent Local Option Sales Tax (LOST). Two main indexes used were the Global Insight² and Woods and Pool³ databases. Both these indexes provide estimates of various economic indicators such as retail sales, employment, personal income, population and household sizes, among many others. The study also looked at the average inflation data as represented by the Consumer Price Index (CPI)⁴ for the Southeastern United States. The County also provided monthly tax collections from the one-cent local option sales tax for the past three years. This data was used to establish a trend using a 12-month moving averages to estimate future tax collections.

¹ Engineering and News Record, Construction Cost Index, May 2012.

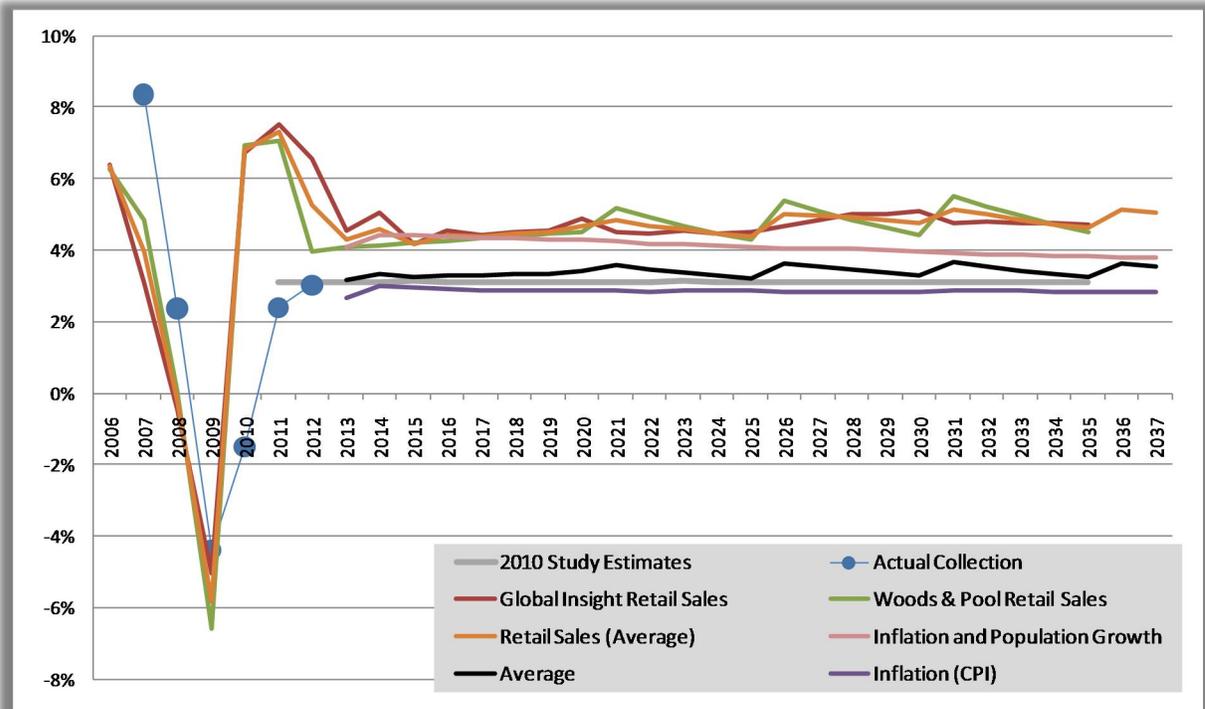
² Global Insight an independent economic data vendor.

³ Woods and Pool Economics, Inc. 2011 Complete Economic and Demographics Data Sources.

⁴ Consumer Price index (CPI), www.inflationdata.com

Figure 4 shows the various growth rates considered to estimate future revenue. As expected, there was a dip in actual sales tax collection⁵ between 2006 and 2010. Sales tax collections increased in 2011 and it is estimated to grow by the end of 2012. The other indexes also mirror the trend of the sales tax collection. Therefore, it is suggested that future trends in retail sales, inflation, and population growth could be used as a guide to forecast sales tax collections in the future. Accordingly, future revenue is expected to grow at the rate that is at least equal to or faster than inflation (average annual growth of 2.75 percent) but slightly slower than the growth forecasted for retail sales (average annual growth 4.54 percent).

Figure 4: Revenue Growth Rates



3.2.3 2012 Study Sensitivity Analysis

This study examined one percent, one-half percent and a quarter percent sales tax. Various growth scenarios were examined to gauge the sensitivity of forecasts and develop two extreme ends of the potential revenue spectrum. An optimistic scenario included a higher growth as represented by estimated growth in retail sales and the conservative assuming a growth rate similar to the trend in CPI.

3.2.4 2012 Study Project Prioritization

During the prior study, individual projects were ranked based on various technical criteria as well as input from the study sub-committees and public meetings. These projects were

⁵ Richland County, May 2012

grouped into 'high', "medium", and "long-term" priority projects. In this study, as suggested by Richland County, prioritization of projects was not altered from the prior study.

3.2.5 Transit Projects

Soon after the completion of the prior study in May 2008, the Central Midlands Regional Transit Authority (CMRTA) initiated a comprehensive transit study for Richland County which was completed in February 2010. The CMRTA's study provided a detailed analysis of service needs and recommended various transit improvement scenarios. The CMRTA Board of Directors approved the recommendation that would provide the best service which could be implemented immediately at a reasonable cost and could be built upon within a short time period. Unlike the grouping of project priorities ("high", "medium", "long-term") for roadway and other modes, transit improvements were looked at from a system point-of-view and not individual prioritized projects. Accordingly, transit improvement costs were estimated as total transit improvement costs and not by priorities. However, since 2010 CMRTA has experienced a lack of funding and has significantly reduced its routes and services.

3.3 Project Needs and Cost Updates

This study used the project list from the 2010 study as a starting point. The project list was revised by removing projects that have been completed, started or will be funded using another source of funding. At this time, new projects were not added to the list. Therefore, the final list of projects only includes those projects that could be funded through the sales tax revenue. Based on the analysis of recent cost trends (as discussed above), the 2010 study total estimated project costs were increased by approximately 4.54 percent. Additionally, the twenty percent contingency was used and relocation of utilities was increased from ten percent to fifteen percent.

3.3.1 Roadway Projects

The roadway needs include programs to improve the transportation/land use connection, funding for county-wide programs (local road re-surfacing and dirt road paving) and site-specific projects. The site-specific projects include arterial/secondary road widening, intersection upgrades, special projects, and interchange improvements. **Table 3** shows the cost estimates by priority needs for a total roadway program of \$1.55 billion for 25 years. The cost estimate to implement the priority projects is approximately \$664.1 million.

Table 3: 25-Year Roadway Funding Needs

| Improvement Types | (Amount in Millions of 2012 Dollars) | | | |
|-----------------------------------|--------------------------------------|-----------------|--------------------|----------------|
| | High Priority | Medium Priority | Long-term Priority | Total |
| Interchange Improvements | \$54.8 | \$77.1 | \$55.7 | \$ 187.6 |
| Intersection Improvements | \$44.2 | \$33.3 | \$14.6 | \$ 92.1 |
| Countywide Programs | \$29.9 | \$47.3 | \$54.5 | \$ 131.7 |
| Special Projects | \$79.7 | \$11.5 | \$12.3 | \$ 103.5 |
| Widening Projects | \$270.7 | \$281.1 | \$300.5 | \$ 852.3 |
| Additive 2010 Projects | \$184.8 | | | \$184.8 |
| Total Needs from Sales Tax | \$ 664.1 | \$ 450.3 | \$ 437.6 | \$1,552 |

3.3.2 Transit

CMRTA has experienced a lack of funding for its fifty bus system and in May 2012 drastically cut its routes, service days and run times. The 2010 CMRTA study identified transit's short-term (high-priority), medium-term (medium-priority), and long-term (lower-priority) needs, including the continuation of current transit operations, both fixed route and paratransit service for disabled residents. CMRTA has significantly changed its system and services by re-designing existing routes to maximize service and patronage. The transit service area can only be expanded to serve more transit-dependent County residents with additional bus operation hours and days by additional funding, like the sales tax. A sales tax would give CMRTA the ability to enhance services which include reductions in the time that passengers would have to wait for a bus and improved bus stop signage, hard surface waiting areas, trash cans, benches and shelters. CMRTA could implement a compressed natural gas fueling facility. New buses would be purchased to replace the existing aging fleet and for expanded and new services. CMRTA is looking to assist the County and State air quality through the use of high-capacity transit corridors, park and ride programs, flexible low-ridership/low-density area connections to high-capacity transit corridors, and provide service to the universities, governments, and non-profit organizations.

The CMRTA costs include 25 years of transit improvements with four stages of major activities. The first four years CMRTA with the sales tax dollars as matching monies will aggressively seek grants for key capital priorities, maintain and restore transit services discontinued during the Balanced Budget Service Implementation Plan, and establish a comprehensive downtown intermodal facility. Funding is expected to be \$12.5 million for the operating budget with a separate \$2-\$4 million in available match funds annually to apply for and receive \$8 - \$20 million in annual federal funds. Years four through eight include the continued fleet and amenities purchases in support of service expansion in critical areas of high-capacity corridors, park-and-ride and flexible services. At the end of year 9, the fleet is anticipated to be approximately 100 transit vehicles (all modes) with an additional 20 spare vehicles. Funding for this period will require \$19 million annually with an additional \$10 million in federal grant funds. Years eight to twelve, CMRTA will continue refinement of their service and implementing their capital building and replacement program at an annually cost of \$19 million plus \$10-\$15 million in federal grant funds. Years thirteen to twenty-five will

continue the following years as well as implement the long-term community mass transit system. The CMRTA Board has assumed that the Local Option Sales Tax would provide the local mach to fill-in the funding gap. Appendix D provides a summary provided by the CMRTA. **Table 4** provides a summary of the funding needs over the next 25 years for CMRTA.

Table 4: 25-Year Transit Funding Needs, CMRTA

| | (Amount in Millions of 2012 Dollars) | | | | |
|---------|--------------------------------------|-----------|------------|-------------|---------|
| | Years 1-4 | Years 4-8 | Years 8-12 | Years 12-25 | Total |
| Funding | \$42.1 | \$55.7 | \$53.9 | \$179.4 | \$331.1 |

3.3.3 Other Modes (Pedestrian/Bicycle/Greenways)

Other modes include bicycle, pedestrian facilities, and greenways. **Table 5** provides a summary of costs for the prioritized bicycle, pedestrian, and greenway projects by program. The 25-year total cost estimate for all projects is \$367.1 million dollars. The cost estimate to complete all higher-priority projects is \$63.1 million. This would provide a wide range of facility improvements to all the planning areas within the County.

Table 5: 25-Year Funding Needs for Pedestrian/Bicycle/Greenway Projects

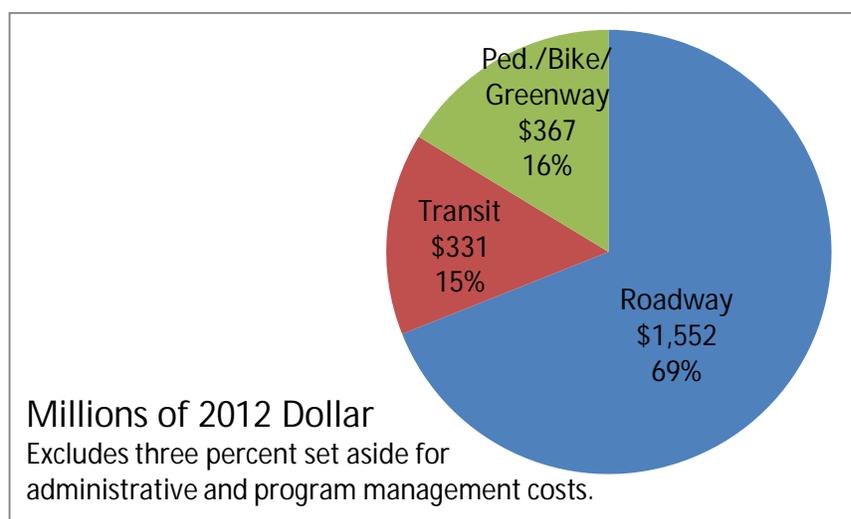
| Ped/Bike/Greenway | (Amount in Millions of 2012 Dollars) | | | |
|-----------------------------------|--------------------------------------|-----------------|--------------------|----------------|
| | High Priority | Medium Priority | Long-term Priority | Total |
| Bikeways | \$22.0 | \$50.7 | \$131.4 | \$204.1 |
| Greenways | \$14.2 | \$58.0 | \$10.6 | \$82.8 |
| Pedestrian Facilities | \$27.0 | \$28.2 | \$22.2 | \$77.4 |
| Additive Projects | \$2.9 | | | \$2.9 |
| Total Needs from Sales Tax | \$66.1 | \$136.9 | \$164.2 | \$367.2 |

Table 6 shows that there is approximately \$2.3 billion in 2012 Dollars transportation funding needs for the next 25 years. In terms of priority, high priority projects account for 47 percent, medium priority account for 26 percent and long-term priority accounts for the remaining 27 percent of total project needs. In terms of modes, roadway improvement needs account for the majority of the funding, 69 percent of the total needs. Transit needs account for 15 percent and pedestrian/bicycle/greenway projects account for the remaining 16 percent of the total 25-year needs (see **Figure 5**).

Table 6: Estimated 25-Year Transportation Funding Needs

| Transportation Modes | (Amount in Millions of 2012 Dollars) | | | |
|-----------------------------------|--------------------------------------|-----------------|--------------------|------------------|
| | High Priority | Medium Priority | Long-term Priority | Total |
| Roadway | \$ 664.1 | \$ 450.3 | \$ 437.6 | \$1,552.0 |
| Transit | \$331.1 | 0 | 0 | \$ 331.1 |
| Pedestrian/Bicycle/Greenway | \$ 66.1 | \$ 136.9 | \$ 164.2 | \$ 367.2 |
| Total Needs from Sales Tax | \$1,061.3 | \$ 587.2 | \$ 601.8 | \$2,250.3 |

Figure 5: 25-Year Funding Needs



3.4 Revenue Updates

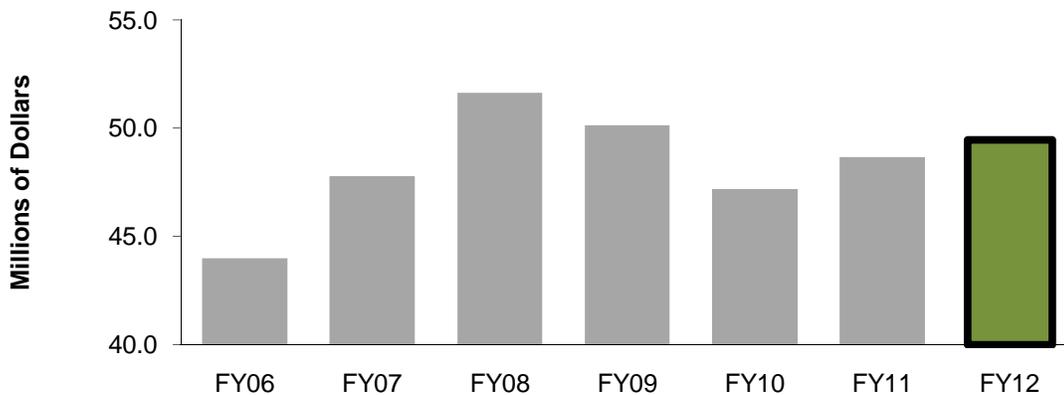
The 2008 report looked at alternative sources of transportation funding at the local level. Based on the analysis of the various funding alternatives, The Transportation Study Committee and Richland County recommended exploring the local option transportation sales tax because of its revenue potential, flexibility, and experience in South Carolina, including Richland County⁶. The 2010 report updated earlier revenue estimates and the County Council recommended a reasonable distribution of revenue among the three modes under consideration: 60 percent to roadways, 33 percent to transit, and 7 percent to other modes (i.e. bike/ped/greenway). As recommended by the County Council, this current 2012 study assumes that the allocation of revenue available for projects (after administrative and project management costs) remain the same as in the 2010 Study.

Figure 6 shows actual collections from a one percent local option sales tax in Richland County. Although the sales tax collection was increasing between FY06 and FY08, it

⁶ Transportation Study Commission, Richland On The Move, Technical Memorandum No. 7, Final Documentation, May 2008

decreased in FY09 and FY10 and is now showing a positive trend. Based on collection data received through March 2012 (year-to-date collection of \$37.1 million), it is estimated that by the end of FY12, collections (estimated at \$50.5 million) will be higher than in prior years. As the economy turns around, it is expected that the collections will gradually increase to be in-line with long-term annual average growth of 2.87 percent.

Figure 6: Local Sales Tax Collection ⁷



In this study various assumptions and growth scenarios were considered to forecast a range of potential revenue streams. Key assumptions and scenarios that were evaluated in forecasting the future sales tax revenues include:

- Revenue collection would begin on May 1, 2013. So, the first full year of sales tax revenue collection would be in 2014.
- Initial revenue in 2014 is estimated at \$53.9 million; approximately \$3M increase from FY 2012 estimated collections.
- Historical inflation rates (CPI) adjusted for population growth was used to develop a conservative annual growth scenario.
- The estimates incorporate population growth trends based on data from State Budget and Control Board. Population growth in Richland County is expected to be as high as 1.8 percent in the early years to a modest growth of 1.4 percent towards the end of the 25-year period.⁸
- For the higher end of an optimistic revenue forecast, it was assumed that the sales tax growth would follow the growth in retail sales forecast provided by Global Insights and Woods and Poole Economics Inc.

⁷ Actual collections as reported by Richland County. FY2012 estimated by PB based on collections through March 2012.

⁸ Central Midlands Council of Government,CMCOG Cohort-Component Model, 2012.

Figure 7 shows the potential range of revenue collection from a one-cent sales tax over the 25-year period. It is to be noted that the magnitude of variances between the conservative case and the most optimistic case in the early years (approximately \$1.7M in 2014) is much less than the variance in the future years (almost \$61.6 million in the 25th year). This is to be expected due to inflation, compounding growth rates, and uncertainties in the future.

Figure 7: Revenue Estimates (Millions of YOE Dollars)

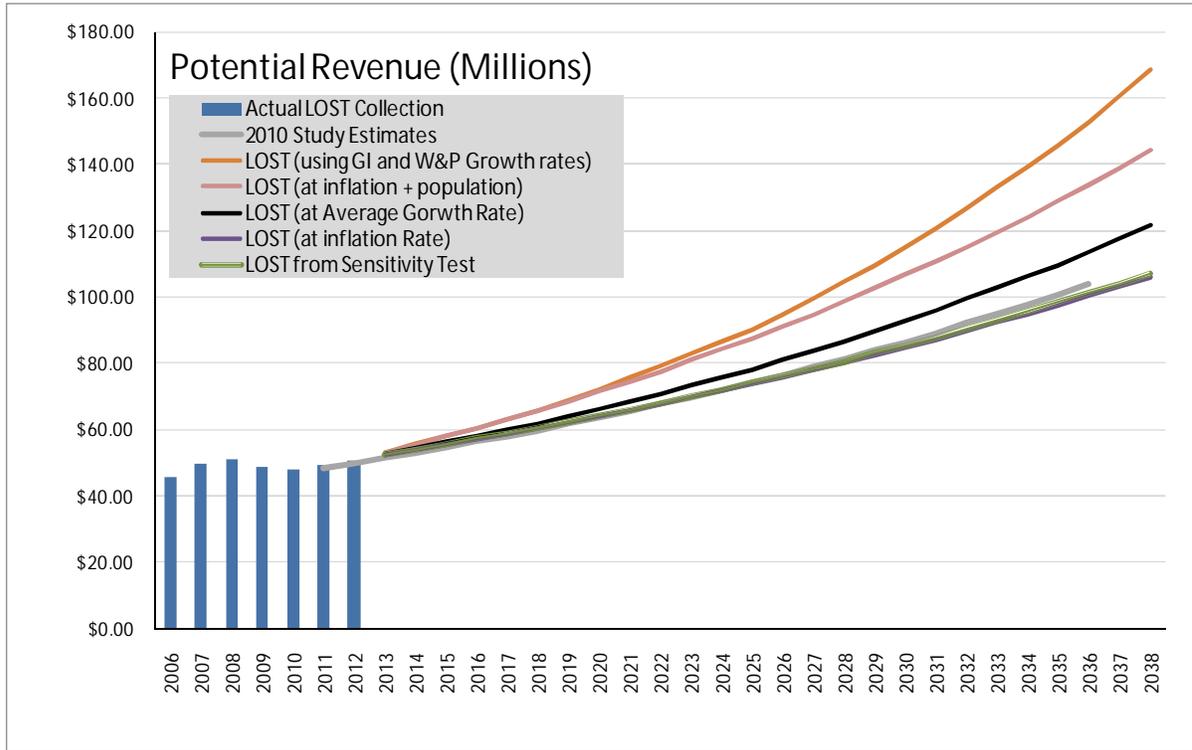


Table 7 shows the range of potential revenue from sales tax for 25 years. Of the total sales tax collection, 3 percent is being allocated for administrative and program management cost, including system setup, collection efforts, and managing the entire program. However, the revenue shown in **Table 7** is the gross collection (100%) which includes these administrative and setup costs. It is estimated that a one percent sales tax in Richland County could generate between \$1.2-\$1.5 billion (\$1.9-\$2.4 billion YOE) dollars over the 25-year period. Ninety-seven (97) percent of the sales tax collection will be available for projects.

Table 7: 25-Year Revenue Potential

| Sales Tax Amount | Conservative Estimate (Mill.) | | High Growth Estimate (Mill.) | |
|------------------------|-------------------------------|---------|------------------------------|---------|
| | 2012 Dollar | YOE | 2012 Dollar | YOE |
| One-Percent | \$1,275 | \$1,910 | \$1,275 | \$2,452 |
| Half-Percent | \$683 | \$955 | \$683 | \$1,226 |
| Quarter-Percent | \$319 | \$477 | \$319 | \$613 |

NOTE:
Revenue potential includes the three percent to be set aside for administrative and program management cost.

3.5 Project Phasing

In looking at future costs and revenue, phasing of projects (when a project is built and how long it takes to build) plays a critical role due to the impact of inflation over the 25-year time frame. For example, **Table 8** shows that at the current time (2012) there is enough revenue to build Project X. If that project is postponed for 10 years there will be a deficit, and if it is postponed for 20 years, the deficit would be even larger. The key point is that it is cheaper to build projects sooner than later.

Table 8: Example of Current versus YOE Dollars

| Transportation Modes | Current YR 2012 | (Future YOE Dollars) | |
|----------------------|-----------------|----------------------|-------------------|
| | | 2022 | 2032 |
| Revenue | \$500,000 | \$646,314 | \$835,444 |
| Cost of project X | \$500,000 | \$671,958 | \$903,056 |
| Difference | none | (\$25,644) | (\$67,612) |

NOTE:

Revenue is estimated to grow at a slower rate than cost of the project. Therefore, the longer the project is postponed, the more it is going to cost.

Table 9 compares the cost and revenue in 2012 dollars and Year-Of-Expenditure (YOE) dollars. In order to estimate the YOE dollars, a schedule (i.e. preliminary engineering, design, and construction) needs to be developed for each project under consideration. Detail project phasing and prioritization was not completed as part of this technical memo. However, for the purpose of this analysis, it is assumed that the roadway, bicycle, pedestrian, and greenway project costs are equally spread over the 25-year period.

Table 9: 25-Year Transportation Needs Outlook

| Mode | Total 25-Year Needs | | Total-25-Year Estimated Revenue | | | 2012 Difference (2012 Rev-2012Cost) | YOE Difference (YOE Rev-YOE Cost) |
|----------------------|---------------------|----------------|---------------------------------|---------------------|----------------|--|--------------------------------------|
| | 2012Cost | YOE Cost | 2012 Rev | Available 2012 Rev* | YOE Rev | | |
| Roadway | \$1,552 | \$2,317 | \$742 | \$671 | \$1,112 | (\$810) | (\$1,205) |
| Ped.-Bike-Greenway | \$ 367 | \$657 | \$87 | \$78 | \$ 130 | (\$280) | (\$527) |
| Transit | \$ 331 | \$564 | \$408 | \$369 | \$611 | 77 | \$47 |
| Project Total | \$2,250 | \$3,538 | \$1,237 | \$1,118 | \$1,853 | (\$1,013) | (\$1,685) |
| Administrative | \$38 | \$57 | \$38 | \$38 | \$57 | - | - |
| Program Total | \$2,288 | \$3,595 | \$1,275 | \$1,156 | 1,910 | (\$1,013) | (\$1,685) |

2012 Cost = Estimated total cost of all projects in 2012 Dollar. (project cost sums)
YOE Cost = 2012 Cost expressed in YOE Dollar with project costs are spread over the 25-year period.
2012 Rev = present value of the YOE Rev using only the Revenue Growth. (60%/7%/33% allocation)
Available 2012 Rev = Project Cost supported by estimated revenue reflects the difference between ENR Cost Index and Revenue Growth. (60%/7%/33% allocation)*
YOE Rev = Estimated annual revenue forecast using the Revenue Growth. (60%/7%/33% allocation)
Difference = Gap between forecasted revenue and project cost in YOE Dollars.

It shows that Richland County has \$2.3 billion (\$3.6 billion in YOE dollars) of total project needs for the next 25 years. It is evident that the estimated sales tax revenue stream will not be able to cover 25-year project needs.

3.6 Project Cost and Revenue Analysis

For the analysis of both cost and revenue, this study looked at a conservative revenue generation scenario to hedge against the economic uncertainties, especially in the long term. Based on this scenario the one percent local option transportation sales tax is expected to generate close to \$1.9 billion over 25 years in year-of-expenditure or \$1.3 Billion in 2012 dollars.

Table 9 showed that all 25-year project needs cannot be met by the one-percent sales tax. So, the question is how much of the total 25-year project needs could be met? Therefore, future revenue stream was used as a guideline to spread project cost over the 25-year period. It is to be noted that this analysis does not attempt to prioritize each project and does not look at individual project construction timeline. However, the analysis takes into account the Council's prior recommendation of revenue allocation among the three modes (60% roadway, 33% transit, and 7% for pedestrian/bike/greenways). **Table 10** shows the resulting allocation and its impact on meeting 25-year project needs. This allocation ensures that all of the high priority project needs are funded, including CMRTA-recommended transit needs.

Table 10: 25-Year Revenue Allocation from One-Percent Sales Tax

| Revenue Allocation | Percent Allocation | | | Revenue Allocation (Millions of YOE Dollars) | | | |
|-------------------------------------|--------------------|-----------|-----------------------|---|--------------|-----------------------|----------------|
| | Roadway | Transit | Ped/Bike/ Greenway | Roadway | Transit | Ped/Bike/ Greenway | Total |
| Prior 2010 Study Recommendation | 60 | 33 | 7 | \$1,001 | \$551 | \$117 | \$1,669 |
| 2012 Study Allocation | 69 | 15 | 16 | \$1,279 | \$278 | \$296 | \$1,853 |
| Study Council Recommendation | 60 | 33 | 7 | \$1,112 | \$611 | \$130 | \$1,853 |

NOTE:

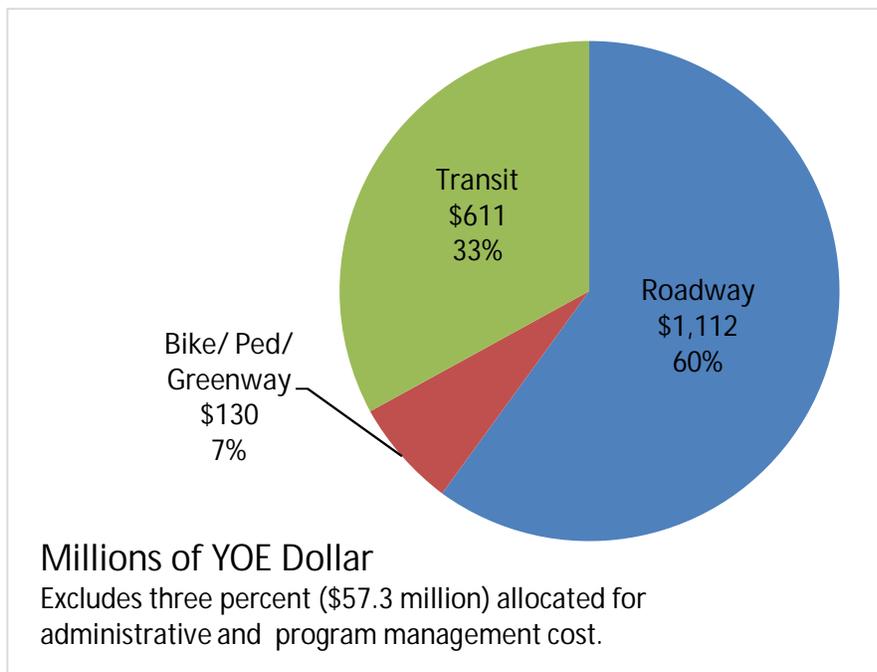
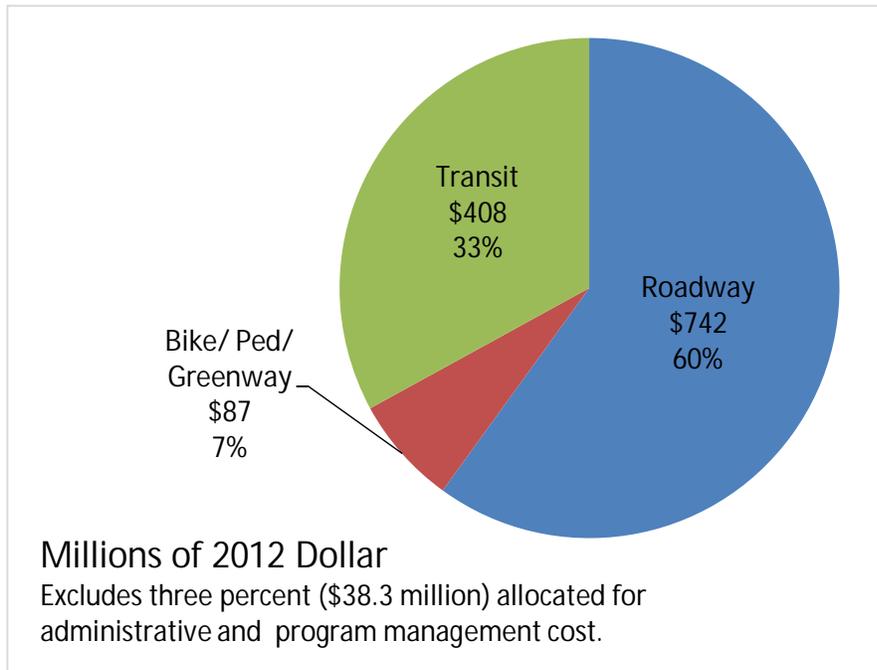
Revenue allocation in this table excludes the 3 percent (approximately \$57 million) allocated for administrative and project management tasks.

4.0 STUDY FINDINGS

The preceding chapters discussed the 25-year project needs, assumptions, and key factors affecting project cost and revenue potential. This section summarizes these findings.

- Project costs from a previous study were revised to reflect current economic conditions. Current year costs were converted to future year costs (Year-Of-Expenditure dollars) by using ENR regional cost index factors. Construction costs were higher by 4.5 percent from what was estimated in the earlier 2010 study. This resulted in a total project need of \$2.3 billion (\$3.6 billion in Year-Of-Expenditure dollars) over the 25-year period.
- Based on current economic conditions and sales tax collections to date this year, it is estimated that a one percent sales tax would generate \$51 million in 2012. Given the estimated costs of project needs, it was evident that a one-half percent sales tax would not generate enough revenue. This sales tax would not be able to fund high priority projects. As recommended by the Richland County Council, a one percent sales tax was considered in the study.
- Future sales tax revenue was estimated based on forecasts of various economic factors. The study looked at sensitivity of various growth (historical collections, inflation trend, retail sales, population and employment) scenarios and recommends using a conservative growth scenario which resulted in an average annual growth of 2.78 over the 25-year period.
- A one cent transportation sales tax is estimated to generate a total of \$1.27 billion (\$1.91 billion in YOE dollar) in 25 years. The 2012 Study assumes that 3.0 percent of the revenue generated would be set aside to cover administrative and program management costs, approximately \$38.3 million (57.3 million in YOE). Therefore, 97 percent of the transportation sales tax revenue is considered as being available for projects, approximately \$1.23 billion (1.85 billion in YOE).
- **Figure 8** shows the allocation of revenue based on Council's 2010 recommended revenue distribution of 60 percent, 33 percent, 7 percent between roadway, transit, and other modes (pedestrian/bike/greenway), respectively. It does not include the 3 percent for administrative and project management costs. The completed analysis shows that a one percent sales tax would generate enough revenue to fund all of the high-priority project needs identified for the next 25 years.

Figure 8: 25-Year Revenue Allocation (2012 & YOE)



- Although it was not part of this study, it is recommended that the County explore alternative financing mechanisms, i.e. use portion of the future sales tax revenue stream to issue bonds. Since projects could be built faster, more projects could be built because it would be cheaper. However, there are additional fees associated with issuing bonds that would need to be considered. The feasibility of issuing bonds would depend on the economic environment, quality and reliability of revenue estimates and the County's credit capacity with bond rating agencies. Although this step would require detailed analysis beyond the scope of this study, it is an option that should be pursued.

Appendix A

Appendix A - page 1

| High Priority Roadway Projects | | | | | | | | |
|--------------------------------|----|----------|-------|-------------------------------------|---------------------------|-------------------------|----------------|---|
| # | PA | Type | JD | Project Name | Begin Location (Highway1) | End Location (Highway2) | 2012 Cost Est. | Comments |
| 1 | SE | Widening | State | Pineview Rd. | Bluff Rd. | Garners Ferry Rd. | \$19,000,000 | COATS #36 |
| 2 | SE | Widening | State | Atlas Rd. | Bluff Rd. | Garners Ferry Rd. | \$18,400,000 | |
| 3 | NE | Widening | State | Clemson Rd. | Old Clemson Rd. | Sparkleberry Crossing | \$24,400,000 | COATS #17 |
| 4 | NE | Widening | State | Hardscrabble Rd. | Clemson Rd. | Lake Carolina Blvd. | \$30,300,000 | P& E Funded |
| 5 | NE | Widening | State | Blythewood Blvd. | I-77 | Syrup Mill Rd. | \$8,300,000 | COATS #20 |
| 6 | NE | Widening | State | Hardscrabble Rd. | SC 555 Farrow Rd. | Clemson Rd. | \$21,200,000 | P&E Funded |
| 7 | SE | Widening | State | Lower Richland Blvd. | Rabbit Run Rd. | Garners Ferry Rd. | \$6,400,000 | |
| 8 | NW | Widening | State | Broad River Rd. | Royal Tower Rd. | Peak Interchange | \$30,300,000 | COATS #15 & #18 |
| 9 | NE | Widening | State | Hardscrabble Rd. | SC 555 Farrow Rd. | Clemson Rd. | \$25,200,000 | P&E Funded |
| 10 | BW | Widening | State | Shop Rd. | I-77 | George Rogers Blvd. | \$34,500,000 | |
| 11 | NE | Widening | State | Polo Rd. | Mallet Hill Rd. | Two Notch Rd. | \$13,400,000 | |
| 12 | BW | Widening | State | Bluff Rd. | I-77 | Rosewood Dr. | \$17,400,000 | |
| 13 | NC | Widening | State | Blythewood Blvd. | Syrup Mill Rd. | Winnsboro Rd. | \$21,900,000 | |
| 14 | SE | Special | State | Shop Road Extension | na | na | \$12,800,000 | |
| 15 | SE | Special | State | Shop Road Extension | na | na | \$62,200,000 | |
| 16 | BW | Special | State | Assembly Street RR Grade Separation | na | na | \$- | |
| 17 | NC | Special | | Study of Outer Beltway | na | na | \$ - | Cost is included in the 3% administration fee |

Appendix A - page 2

| High Priority Roadway Projects | | | | | | | | |
|--------------------------------|----|--------------|--------|---------------------|---------------------------------------|-------------------------|----------------|--|
| # | PA | Type | JD | Project Name | Begin Location (Highway1) | End Location (Highway2) | 2012 Cost Est. | Comments |
| 18 | NE | Special | | Kelly Mill Rd. | na | na | \$4,700,000 | |
| 19 | BW | Intersection | State | North Main St. | Fairfield Rd. | na | \$ - | City Completed |
| 20 | NE | Intersection | County | Summit Pkwy | Summit Ridge Rd. | na | \$500,000 | Left Turn Only Installed |
| 21 | NE | Intersection | State | Clemson Rd. | Rhame Rd./North Springs Rd. | na | \$3,600,000 | |
| 22 | NC | Intersection | State | Farrow Rd. | Pisgah Church Rd. | na | \$3,800,000 | |
| 23 | NC | Intersection | State | Wilson Blvd. | Pisgah Church Rd. | na | \$3,800,000 | |
| 24 | BW | Intersection | State | North Main St. | Monticello Rd. | na | \$5,700,000 | City Streetscape |
| 25 | NW | Intersection | State | Broad River Rd. | Rushmore Rd. | na | \$3,900,000 | |
| 26 | NC | Intersection | State | Wilson Blvd. | Killian Rd. | na | \$2,700,000 | |
| 27 | SE | Intersection | State | Garners Ferry Rd. | Harmon Rd. | na | \$2,700,000 | |
| 28 | NE | Intersection | State | Clemson Rd. | Sparkleberry Ln. (to Mallet Hill Rd.) | na | \$5,300,000 | Included in Widening |
| 29 | NW | Intersection | State | Lake Murray Blvd. | Kinley Rd. | na | \$ - | Completed |
| 30 | NE | Intersection | State | North Springs Rd. | Risdon Way | na | \$1,800,000 | COATS #23 |
| 31 | NE | Intersection | State | Hardscrabble Rd. | Kelly Mill Rd./Rimer Pond Rd. | na | \$3,200,000 | May be included in SCDOT Hardscrabble P&E Funded |
| 32 | BW | Intersection | State | Bull St. | Elmwood Ave. | na | \$2,100,000 | |
| 33 | NE | Intersection | State | Screaming Eagle Rd. | Percival Rd. | na | \$1,000,000 | |
| 34 | NW | Intersection | State | Kennerly Rd. | Coogler Rd./Steeple Ridge Rd. | na | \$2,000,000 | |
| 35 | NE | Intersection | State | North Springs Rd. | Harrington Rd. | na | \$2,100,000 | |

Appendix A - page 3

| High Priority Roadway Projects | | | | | | | | |
|--|----|-------------|------------------|--|------------------------------|----------------------------|-------------------|--|
| # | PA | Type | JD | Project Name | Begin Location (Highway1) | End Location (Highway2) | 2012 Cost Est. | Comments |
| 36 | NW | Interchange | Federal | I-20 / Broad River Rd. | na | na | \$10,400,000 | P&E & ROW |
| 37 | NW | Interchange | Federal | I-20 / Broad River Rd. | na | na | \$44,400,000 | Construction |
| 38 | | Program | County | Access Management & Complete Streets Initiatives | na | na | \$94,536 | |
| 39 | | Program | County | County-Wide Corridor Improvement Plan | na | na | \$189,072 | |
| 40 | | Program | County | County-Wide Thoroughfare Plan | na | na | \$189,072 | |
| 11 | | Program | County/ State | County-Wide HOV Lane Study | na | na | \$141,804 | |
| 42 | | Program | County | Local Road Resurfacing Program | na | na | \$18,907,200 | |
| 43 | | Program | County | Dirt Road Paving Program | na | na | \$9,453,600 | |
| 44 | | Program | County | Intelligent Transportation System | na | na | \$945,360 | |
| Sub-Total High Priority Roadway Projects | | | | | | | \$479,320,644 | |
| | | | | | | | | |
| Projects Included in High Priority List: No Costs Associated | | | | | | | | |
| 45 | | Special | | Study of Outer Beltway | na | na | \$- | Included in High Priority projects, but no costs associated with these projects, as they (1) have no costs associated with them, or if costs are |
| 46 | | Program | | Preservation of Existing Right-of-Way | na | na | \$- | |
| 47 | | Program | | Extension of Existing Roads | na | na | \$ - | |

Appendix A - page 4

| High Priority Roadway Projects | | | | | | | | |
|--|----|----------|-------|--|---------------------------|-------------------------|----------------|---|
| # | PA | Type | JD | Project Name | Begin Location (Highway1) | End Location (Highway2) | 2012 Cost Est. | Comments |
| 48 | | Program | | Reservation of Road Connections | na | na | \$- | applicable (2) should be covered in the 3% Admin Costs built in to the study. |
| 49 | | Program | | Transfer of Development Rights | na | Na | | |
| 50 | | Program | | Capital Improvements Plan | na | na | \$- | |
| 51 | | Program | | Traffic Mitigation Plans | na | na | \$- | |
| 52 | | Program | | Demand Management | na | na | \$- | |
| 53 | | Program | | Establish the Position of Director of Transportation | na | na | \$- | |
| 54 | | Program | | Update the County Zoning Ordinance | na | na | \$- | |
| 55 | | Program | | Encourage Transit Oriented Development | na | na | - | |
| 56 | | Program | | Encourage Traditional Neighborhood Development | na | na | - | |
| 2010 MODIFICATIONS TO HIGH PRIORITY LIST | | | | | | | | |
| 57 | | Special | City | Innovista | na | na | \$50,000,000 | |
| 58 | | Special | City | Zoo | na | na | \$4,000,000 | |
| 59 | | Widening | State | Spears Creek Church Rd | Two Notch Rd | Percival Rd | \$26,600,000 | |
| 60 | | Special | | Neighborhood Improvement Transportation Projects | County wide | County wide | \$63,000,000 | |

Appendix A - page 5

| High Priority Roadway Projects | | | | | | | | |
|--|----|----------|-------|---|---------------------------|-------------------------|----------------------|-----------|
| # | PA | Type | JD | Project Name | Begin Location (Highway1) | End Location (Highway2) | 2012 Cost Est. | Comments |
| 61 | | Special | City | Commerce Drive Improvements | Royster Street | Jim Hamilton Boulevard | \$5,000,000 | Per City |
| 62 | | Widening | State | North Main Street (Phases IA2 & III; II & IV) | Anthony Avenue | Fuller Avenue | \$36,200,000 | Per City: |
| Sub-Total High Priority 2010 Modification Projects | | | | | | | \$184,800,000 | |
| TOTAL COST INCLUDING MODIFICATIONS | | | | | | | \$664,120,644 | |

Appendix B

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|----|----|--------------|-------|--|----------------|----------------|----------------|--|
| 1 | BW | Intersection | State | Broad River Rd and Bush River Rd | | | \$94,536 | |
| 2 | BW | Intersection | State | Huger St and Gervais St | | | \$94,536 | |
| 4 | BW | Intersection | State | Elmwood Ave and Park St | | | \$94,536 | |
| 5 | BW | Intersection | State | Main St and Elmwood Ave | | | \$94,536 | |
| 6 | BW | Intersection | State | Elmwood Ave and Bull St | | | \$94,536 | |
| 7 | BW | Intersection | State | Gervais St and Millwood Ave | | | \$ - | Coats #7 Complete |
| 8 | SE | Intersection | State | Garners Ferry Rd and Atlas Rd | | | \$ - | Part of road widening R2 |
| 9 | SE | Intersection | State | Garners Ferry Rd and Hallbrook Dr/Pineview Rd | | | \$ - | Part of road widening R1 |
| 10 | NE | Intersection | State | Two Notch Rd and Alpine Rd | | | \$94,536 | |
| 11 | NE | Intersection | State | Two Notch Rd and Maingate Dr/Windsor Lake Blvd | | | \$94,536 | |
| 12 | NE | Intersection | State | Two Notch Rd and Polo Rd | | | \$ - | SCDOT Complete, Part of road widening R8 |
| 13 | NE | Intersection | State | Two Notch Rd and Brickyard Rd | | | \$94,536 | |
| 14 | NE | Intersection | State | Two Notch Rd and Sparkleberry Ln | | | \$94,536 | |
| 15 | BW | Intersection | State | Blossom St and Saluda Ave | | | \$94,536 | |
| 16 | BW | Intersection | State | Devine St and Harden St/Santee Ave | | | \$94,536 | |
| 17 | BW | Intersection | State | Two Notch Rd and Decker Blvd/Parklane Rd | | | \$94,536 | |
| 18 | NE | Intersection | State | Polo Rd and Mallet Hill Rd | | | \$ - | Part of road widening R8 |
| 19 | BW | Intersection | State | Huger St and Blossom St | | | \$94,536 | |
| 20 | BW | Intersection | State | Huger St and Greene St | | | \$94,536 | |
| 21 | BW | Intersection | State | Huger St and Lady St | | | \$94,536 | |

Appendix B - page 2

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|----|----|--------------|--------|---------------------------------------|---|----------------|----------------|----------------------|
| 22 | BW | Intersection | State | Assembly St and Greene St | | | \$ - | USC/City of Columbia |
| 23 | BW | Intersection | State | Assembly St and Pendleton St | | | \$ - | USC/City of Columbia |
| 24 | BW | Intersection | State | Assembly St and Gervais St | | | \$94,536 | |
| 25 | BW | Intersection | State | Assembly St and Washington St | | | \$94,536 | |
| 26 | BW | Intersection | State | Assembly St and Laurel St | | | \$94,536 | |
| 27 | BW | Intersection | State | Assembly St and Calhoun St | | | \$94,536 | |
| 28 | BW | Intersection | State | Main St and Taylor St | | | \$94,536 | |
| 29 | BW | Intersection | State | Main St and Blanding St | | | \$94,536 | |
| 30 | BW | Intersection | State | Main St and Laurel St | | | \$94,536 | |
| 31 | BW | Intersection | State | Main St and Calhoun St | | | \$94,536 | |
| 32 | BW | Intersection | State | Rosewood Dr and Marion St | | | \$94,536 | |
| 33 | BW | Intersection | State | Rosewood Dr and Pickens St | | | \$94,536 | |
| 34 | BW | Intersection | State | Rosewood Dr and Harden St | | | \$94,536 | |
| 35 | BW | Intersection | State | Rosewood Dr and Holly St | | | \$94,536 | |
| 36 | BW | Intersection | State | Rosewood Dr and Ott Rd | | | \$94,536 | |
| 37 | BW | Intersection | State | Rosewood Dr and Kilbourne Rd | | | \$94,536 | |
| 38 | BW | Intersection | State | Rosewood Dr and Beltline Blvd | | | \$94,536 | |
| 39 | BW | Intersection | State | Garners Ferry Rd and Old Woodlands Rd | | | \$ - | Improvements made |
| 40 | BW | Intersection | State | Devine St and Fort Jackson Blvd | | | \$ - | COATS #8 |
| 41 | BW | Intersection | State | Harden St and Gervais St | | | \$94,536 | |
| 42 | BW | Greenways | County | Crane Creek | Monticello Road near -20 to Three Rivers Greenway system. | | \$ 1,541,816 | |
| 43 | BW | Greenways | County | Crane Creek | Secondary Branch leading to Smith Branch Greenway System. | | \$ 460,315 | |

Appendix B - page 3

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|----|----|-----------|--------|---------------------------------|--|--|----------------|-------------|
| 44 | NC | Greenways | County | Crane Creek | Crane Forest | | \$ 793,908 | |
| 45 | BW | Greenways | County | Gills Creek | South end of Lake Katherine at Kilbourne Road to Congaree River | | \$2,246,160 | |
| 46 | SE | Greenways | County | Gills Creek | Along Wildcat Creek and Fort Jackson Perimeter parallel to Leesburg Road | | \$2,785,897 | |
| 47 | BW | Greenways | County | Smith/Rocky Branch | Link existing Three Rivers Greenway to Clement Road | | \$431,183 | |
| 48 | BW | Greenways | County | Smith/Rocky Branch | Smith Branch to Colonial Drive | | \$1,415,316 | |
| 49 | BW | Greenways | County | Smith/Rocky Branch | Rock Branch to Haywood Street | | \$901,122 | |
| 50 | BW | Greenways | County | Three Rivers Greenway Extension | West Cola Through Local Public Agency agreement North side of Elmwood Avenue connection to Three Rivers Greenway without having to cross Elmwood Avenue or Huger Street. | | \$159,113 | |
| 51 | BW | Greenways | County | Three Rivers Greenway Extension | West Cola Through Local Public Agency agreement Links Gervais Street access point to Granby Park. | | \$587,346 | |
| 52 | BW | Greenways | County | Three Rivers Greenway Extension | West Cola Through Local Public Agency agreement. | | \$352,894 | |
| 53 | BW | Greenways | County | Lincoln Tunnel Greenway | Abandoned rail tunnel linking Finley Park to Earlewood Park to the north | | \$892,739 | |
| 54 | NW | Greenways | County | Dutchman Blvd Connector | Connects Dutchman Blvd. to | | \$105,196 | |
| 55 | BW | Greenways | County | Columbia Mall Greenway | A Greenway which bypasses the congested areas around the Columbia Mall | | \$648,456 | |
| 56 | NE | Greenways | County | Polo/Windsor Lake Connector | Connects Polo Road to Windsor Lake Blvd. | | \$385,545 | |
| 57 | BW | Greenways | County | Gills Creek North Greenway | From to Trenholm Road to Lake Katherine | | \$344,667 | |
| 58 | SE | Greenways | County | Woodbury/Old Connector | Leesburg | Connects Woodbury Drive with Old Leesburg Road | \$116,217 | |
| 59 | BW | Sidewalk | State | Assembly St/Shop Rd | Whaley St | Beltline Blvd | \$1,920,257 | Widening R7 |

Appendix B - page 4

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|----|----|----------|-------|--|-------------------------------|-------------------------------|----------------|--|
| 60 | NE | Sidewalk | State | Clemson Rd | Sandhills | Two Notch Rd | \$465,696 | Longtown to Sandhills |
| 61 | BW | Sidewalk | State | Colonial Dr/Farrow Rd | Harden St | Academy St | \$1,012,704 | |
| 62 | NW | Sidewalk | State | Columbiana Dr | Lexington County Line | Lake Murray Blvd | \$486,272 | |
| 63 | BW | Sidewalk | State | Broad River Rd | Greystone Blvd | Broad River Bridge | \$109,367 | Part due to US 176 |
| 64 | BW | Sidewalk | State | Blossom St | Williams St | Huger St | \$41,564 | |
| 65 | BW | Sidewalk | State | Gervais St | 450' west of Gist St | Gist St | \$8,638 | |
| 66 | BW | Sidewalk | State | Broad River Rd | Broad River Bridge (West End) | Broad River Bridge (East End) | \$ - | SCDOT US 176 |
| 67 | NE | Sidewalk | State | Alpine Rd | Two Notch Rd | Percival Rd | \$1,152,075 | |
| 68 | NC | Sidewalk | State | Blythwood Rd | I-77 | Main St | \$191,601 | |
| 69 | NW | Sidewalk | State | Broad River Rd | Harbison Blvd | Bush River Rd | \$2,408,361 | |
| 70 | BW | Sidewalk | State | Heyward St/Holt Dr/Marion St/Superior St | Whaley St | Jim Hamilton Blvd | \$778,853 | |
| 71 | BW | Sidewalk | State | Leesburg Rd | Garners Ferry Rd | Semmes Rd | \$475,200 | COATS Widening Leesburg Fairmont to Lower Richland Blvd. |
| 72 | NE | Sidewalk | State | Polo Rd | Two Notch Rd | Mallet Hill Rd | \$ - | Part of road widening R8 |
| 73 | NE | Sidewalk | State | Two Notch Rd | Alpine Rd | Spears Creek Church Rd | \$2,703,508 | |
| 74 | BW | Sidewalk | State | Bluff Rd | Rosewood Dr | Beltline Blvd | \$ - | Part of road widening R12 |
| 75 | BW | Sidewalk | State | Gervais St | Gist St | Huger St | \$84,100 | |
| 76 | BW | Sidewalk | State | Huger St | Blossom St | Gervais St | \$256,861 | |
| 77 | NW | Sidewalk | State | Broad River Rd/Lake Murray Blvd | I-26 | Harbison Blvd | \$2,499,420 | |
| 78 | BW | Sidewalk | State | Park St | Gervais St | Senate St | \$170,570 | |
| 79 | NE | Sidewalk | State | Polo Rd | Mallet Hill Rd | Alpine Rd | \$403,445 | |

Appendix B - page 5

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|-----|----|----------|-------|-------------------|-------------------|-----------------|----------------|--------------------------|
| 80 | NE | Sidewalk | State | Clemson Rd | Two Notch Rd | Percival Rd | \$564,728 | Part of road widening R4 |
| 81 | SE | Sidewalk | State | Atlas Rd | Fountain Lake Way | Garners Ferry R | \$ - | Part of road widening R2 |
| 82 | BW | Sidewalk | State | Bratton St | King St | Maple St | \$386,602 | |
| 83 | BW | Sidewalk | State | Calhoun St | Gadsden St | Wayne St | \$91,106 | |
| 84 | BW | Sidewalk | State | Franklin St | Sumter St | Bull St | \$785,585 | |
| 85 | BW | Sidewalk | State | Fort Jackson Blvd | Wildcat Rd | I-77 | \$343,543 | |
| 86 | BW | Sidewalk | State | Grand St | Shealy St | Hydrick St | \$714,622 | |
| 87 | BW | Sidewalk | State | Jefferson St | Sumter St | Bull St | \$381,242 | |
| 88 | BW | Sidewalk | State | Laurel St | Gadsden St | Pulaski St | \$359,066 | |
| 89 | BW | Sidewalk | State | Lincoln St | Heyward St | Whaley St | \$198,475 | |
| 90 | BW | Sidewalk | State | Lyon St | Gervais St | Washington St | \$194,410 | |
| 91 | BW | Sidewalk | State | Magnolia St | Two Notch Rd | Pinehurst Rd | \$828,458 | |
| 92 | BW | Sidewalk | State | Maple St | Kirby St | Gervais St | \$132,502 | |
| 93 | BW | Sidewalk | State | Mildred Ave | Westwood Ave | Duke Ave | \$151,536 | |
| 94 | BW | Sidewalk | State | Royster St | Mitchell St | Superior St | \$95,357 | |
| 95 | BW | Sidewalk | State | School House Rd | Two Notch Rd | Ervin St | \$482,882 | |
| 96 | BW | Sidewalk | State | Senate St | Gladden St | Kings St | \$476,230 | |
| 97 | BW | Sidewalk | State | Shandon St | Wilmot St | Wheat St | \$179,071 | |
| 98 | BW | Sidewalk | State | Tryon St | Catawba St | Heyward St | \$354,446 | |
| 99 | BW | Sidewalk | State | Wayne St | Calhoun St | Laurel St | \$366,828 | |
| 100 | BW | Sidewalk | State | Wildwood Ave | Monticello Rd | Ridgewood Ave | \$264,449 | |
| 101 | BW | Sidewalk | State | Wiley St | Superior St | Edisto Ave | \$280,896 | |
| 102 | BW | Sidewalk | State | Windover St | Two Notch Rd | Belvedere Dr | \$187,942 | |

Appendix B - page 6

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|-----|----|----------|-------|---|-------------------------------|-------------------------------|----------------|-------------------------------|
| 103 | BW | Sidewalk | State | Shandon St | Rosewood Dr | Heyward St | \$268,514 | |
| 104 | NW | Sidewalk | State | Broad River Rd | Royal Tower Rd | Woodrow St | \$ - | Part of road widening R11 |
| 105 | NW | Sidewalk | State | Broad River Rd | Lake Murray Blvd | Western Ln | \$ - | Part of road widening R22 |
| 106 | SE | Sidewalk | State | Lower Richland Blvd | Rabbit Run Rd | Garners Ferry Rd | \$260,077 | |
| 107 | | Sidewalk | State | Harrison Road | Harrison Rd | Harrison Rd | \$600,000 | |
| 108 | BW | Bikeways | State | Broad River Rd | Greystone Blvd | Broad River Bridge | \$320,811 | |
| 109 | BW | Bikeways | State | Harden St | Devine St | Rosewood Dr | \$696,821 | |
| 110 | BW | Bikeways | State | Senate St | Sumter St | Laurens St | \$462,572 | |
| 111 | BW | Bikeways | State | Trenholm Rd | South of Dent Middle School | Decker Blvd | \$123,919 | |
| 112 | BW | Bikeways | State | Two Notch Rd | Beltline Blvd | Parkland Rd | \$2,435,039 | |
| 113 | BW | Bikeways | State | Broad River Rd | Broad River Bridge (West End) | Broad River Bridge (East End) | \$ - | SCDOT US 176 Project by SCDOT |
| 114 | BW | Bikeways | State | Hampton St | Pickens St | Harden St | \$31,699 | |
| 115 | BW | Bikeways | State | Pendleton St | Lincoln St | Marion St | \$31,680 | |
| 116 | BW | Bikeways | State | Pickens St/Washington St/Wayne St | Hampton St (west) | Hampton St (east) | \$68,391 | |
| 117 | BW | Bikeways | State | Shop Rd | George Rogers Blvd | Northway Rd | \$ - | Part of road widening R7 |
| 118 | BW | Bikeways | State | Sumter St | Washington St | Senate St | \$19,306 | |
| 119 | BW | Bikeways | State | Beltline Blvd/Devine St | Rosewood Dr | Chateau Dr | \$24,158 | |
| 120 | BW | Bikeways | State | Beltline Blvd | Forest Dr | Valley Rd | \$ 1,101 | |
| 121 | BW | Bikeways | State | Beltline Blvd/Colonial Dr/Farrow Rd | Harden St | Academy St | \$ 6,636 | |
| 122 | BW | Bikeways | State | Catawba St/Tryon St/Whaley St/Williams St | Church St | Blossom St | \$5,547 | |

Appendix B - page 7

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|-----|----|----------|-------|--|----------------------|-------------------|----------------|---------------------------|
| 123 | BW | Bikeways | State | Bonham Rd/Devereaux Rd/Heathwood Cir/Kilbourne Rd/Rickenbaker Rd/Sweetbriar Rd | Blossom St | Fort Jackson Blvd | \$21,691 | |
| 124 | BW | Bikeways | State | Chester St/Elmwood Ave/Wayne St | Hampton St | Park St | \$12,094 | |
| 125 | BW | Bikeways | State | Clement Rd/Duke Ave/River Dr | Main St | Monticello Rd | \$30,427 | |
| 126 | BW | Bikeways | State | College St/Laurens St/Oak St/Taylor St | Greene St | Elmwood Ave | \$16,331 | |
| 127 | BW | Bikeways | State | Edgefield St/Park St | Calhoun St | River Dr | \$16,464 | |
| 128 | BW | Bikeways | State | Gervais St/Gladden St/Hagood Ave/Page St/Senate St/Trenholm Rd/Webster St | Millwood Ave | Beltline Blvd | \$22,913 | |
| 129 | BW | Bikeways | State | Heyward St/Marion St/Superior St | Whaley St | Wiley St | \$ 9,748 | |
| 130 | BW | Bikeways | State | Sumter St | Blossom St | Wheat St | \$276,972 | |
| 131 | BW | Bikeways | State | Huger St/Lady St/Park St | Gervais St (east) | Gervais St (west) | \$7,295 | |
| 132 | BW | Bikeways | State | Lincoln St | Blossom St | Lady St | \$487,105 | |
| 133 | BW | Bikeways | State | Ott Rd | Jim Hamilton Blvd | Blossom St | \$17,872 | |
| 134 | BW | Bikeways | State | Saluda Ave | Wheat St | Greene St | \$3,934 | |
| 135 | BW | Bikeways | State | Wheat St | Sumter St | Assembly St | \$ 133,189 | |
| 136 | BW | Bikeways | State | Wheat St | Harden St | King St | \$4,351 | |
| 137 | BW | Bikeways | State | Bluff Rd | Berea Rd | Beltline Blvd | \$ - | Part of road widening R33 |
| 138 | BW | Bikeways | State | Shop Rd | Northway Rd | Beltline Blvd | \$ - | Part of road widening R7 |
| 139 | BW | Bikeways | State | Blossom St | Williams St | Huger St | \$41,564 | |
| 140 | BW | Bikeways | State | Gervais St | 450' west of Gist St | Gist St | \$17,276 | |
| 141 | BW | Bikeways | State | Assembly St | Blossom St | Rosewood Dr | \$27,986 | |
| 142 | BW | Bikeways | State | Beltline Blvd | Rosewood Dr | Devine St | \$25,547 | |

Appendix B - page 8

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|-----|----|----------|-------|--------------------------------------|------------------|-------------------------|----------------|--|
| 143 | BW | Bikeways | State | Broad River Rd | Bush River Rd | Greystone Blvd | \$37,908 | |
| 144 | NW | Bikeways | State | Broad River Rd | Harbison Blvd | Bush River Rd | \$321,115 | |
| 145 | BW | Bikeways | State | Calhoun St | Wayne St | Harden St | \$88,292 | |
| 146 | BW | Bikeways | State | Decker Blvd/Parklane Rd/Two Notch Rd | Two Notch Rd | Percival Rd | \$129,698 | |
| 147 | BW | Bikeways | State | Fort Jackson Blvd | Devine St | Newell Rd | \$84,224 | |
| 148 | BW | Bikeways | State | Garners Ferry Rd | Rosewood Dr | True St | \$66,826 | |
| 149 | BW | Bikeways | State | Gervais St | Park St | Millwood Ave | \$91,378 | |
| 150 | BW | Bikeways | State | Greene St | Assembly St | 350' west of Lincoln St | \$19,388 | |
| 151 | BW | Bikeways | State | Main St | Pendleton St | Whaley St | \$49,814 | |
| 152 | BW | Bikeways | State | Oneil Ct | Decker Blvd | Parklane Rd | \$85,675 | |
| 153 | BW | Bikeways | State | Rosewood Dr | Bluff Rd | Garners Ferry Rd | \$211,179 | |
| 154 | BW | Bikeways | State | Bluff Rd | Rosewood Dr | Berea Rd | \$ - | Part of road widening R710 |
| 155 | BW | Bikeways | State | Colonial Dr | Bull St | Slighs Ave | \$395,430 | |
| 156 | BW | Bikeways | State | Holt Dr/Superior St | Wiley St | Airport Blvd | \$453,594 | |
| 157 | SE | Bikeways | State | Leesburg Rd | Garners Ferry Rd | Semmes Rd | \$63,360 | COATS Widening Leesburg Fairmont to Lower Richland Blvd. |
| 158 | NE | Bikeways | State | Wilson Blvd | I-77 | Farrow Rd | \$ - | Part of road widening R7 |
| 159 | BW | Bikeways | State | Gervais St | Gist St | Huger St | \$84,100 | |
| 160 | BW | Bikeways | State | Huger St | Blossom St | Gervais St | \$256,861 | |
| 161 | SE | Bikeways | State | Shop Rd | Beltline Blvd | Pineview Dr | \$657,212 | |
| 162 | BW | Bikeways | State | Blossom St | Assembly St | Sumter St | \$86,381 | |
| 163 | BW | Bikeways | State | Bull St | Elmwood Ave | Victoria St | \$20,218 | |
| 164 | BW | Bikeways | State | Main St | Elmwood Ave | Sunset Dr | \$75,646 | |

Appendix B - page 9

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|-----|----|----------|-------|---------------------------------|------------------|------------------------------|----------------|---|
| 165 | BW | Bikeways | State | Elmwood Ave | Wayne St | Proposed Greenway Connector | \$3,893 | |
| 166 | BW | Bikeways | State | Main St | Calhoun St | Elmwood Ave | \$ 1,025 | |
| 167 | NW | Bikeways | State | Dutchman Blvd | Broad River Rd | Lake Murray Blvd | \$115,138 | |
| 168 | NW | Bikeways | State | Columbiana Dr | Lake Murray Blvd | Lexington County Line | \$ 713,199 | |
| 169 | NW | Bikeways | State | Broad River Rd/Lake Murray Blvd | I-26 | Harbison Blvd | \$ 14,282 | |
| 170 | NW | Bikeways | State | Dutch Fork Rd | Bickley Rd | Rauch Meetze Rd | \$ - | Part of road widening R18 |
| 171 | NW | Bikeways | State | Broad River Rd | Woodrow St | I-26 (Exit 97) | \$ - | Part of road widening R11 |
| 172 | NW | Bikeways | State | Dutch Fork Rd | Broad River Rd | Bickley Rd | \$ - | Part of road widening R18 |
| 173 | NC | Bikeways | State | Blythewood Rd | Winnsboro Rd | Main St | \$402,526 | Part of road widening R9/16 |
| 174 | NE | Bikeways | State | Clemson Rd | Longtown Rd | Brook Hollow Dr | \$1,099,106 | |
| 175 | NE | Bikeways | State | Clemson Rd | Summit Pky | Percival Rd | \$1,641,468 | Part of Widening R4 from Two Notch to Sparkleberry Road |
| 176 | NE | Bikeways | State | Alpine Rd | Two Notch Rd | Percival Rd | \$1,536,100 | |
| 177 | NE | Bikeways | State | Hardscrabble Rd | Farrow Rd | Lee Rd | \$ - | SCDOT Widening Hardscrabble Part of Widening R3/6 |
| 178 | NE | Bikeways | State | Polo Rd | Two Notch Rd | 640' south of Mallet Hill Rd | \$1,075,853 | Potential part of Widening |
| 179 | NE | Bikeways | State | Clemson Rd | Brook Hollow Dr | Summit Pky | \$116,481 | |
| 180 | NE | Bikeways | State | Two Notch Rd | Alpine Rd | Spears Creek Church Rd | \$360,804 | |
| 181 | NE | Bikeways | State | Hardscrabble Rd | Lee Rd | Lake Carolina Blvd | \$ - | SCDOT Widening Hardscrabble Part of Widening R6 |

Appendix B - page 10

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|---|----|----------|-------|------------------------------|------------------|------------------|----------------|--|
| 182 | SE | Bikeways | State | Pineview Rd | Bluff Rd | Garners Ferry Rd | \$ - | Part of road widening R1 |
| 183 | SE | Bikeways | State | Atlas Rd | Bluff Rd | Garners Ferry Rd | \$ - | Part of road widening R2 |
| 184 | BW | Bikeways | State | Pickens St | Washington St | Rosewood Dr | \$1,179,744 | |
| 185 | BW | Bikeways | State | College St | Lincoln St | Sumter St | \$280,735 | |
| 186 | BW | Bikeways | State | Assembly St | Blossom St | Rosewood Dr | \$689,224 | |
| 187 | BW | Bikeways | State | Greene St | Assembly St | Bull St | \$273,278 | |
| 188 | BW | Bikeways | State | Bull St/Henderson St/Rice St | Wheat St | Heyward St | \$5,991 | |
| 189 | BW | Bikeways | State | Greene St | Bull St | Saluda Ave | \$359,251 | |
| 190 | BW | Bikeways | State | Catawba St | Sumter St | Lincoln St | \$250,145 | |
| 191 | BW | Bikeways | State | Blossom St | Huger St | Assembly St | \$137,829 | |
| 192 | BW | Bikeways | State | Blossom St | Huger St | Assembly St | \$2,481,494 | |
| 193 | BW | Bikeways | State | Whaley St | Lincoln St | Pickens St | \$438,198 | |
| 194 | BW | Bikeways | State | Whaley St | Lincoln St | Church St | \$147,587 | |
| 195 | BW | Bikeways | State | Craig Rd | Harrison Rd | Covenant Rd | \$6,684 | |
| 196 | NW | Bikeways | State | Broad River Rd | Royal Tower Rd | Woodrow St | \$ - | Part of road widening R11 |
| 197 | NW | Bikeways | State | Broad River Rd | Lake Murray Blvd | Western Ln | \$ - | Part of road widening R22 |
| Sub-Total High Priority Pedestrian, Bike, Greenway Projects | | | | | | | \$63,224,337 | |
| High Priority Additive 2010 Projects | | | | | | | | |
| 198 | | Sidewalk | | Fort Jackson Blvd | Wildcat Rd | I-77 | \$309,189 | Included in City's priority list (Priority #1) |
| 199 | | Sidewalk | | Koon | Malinda Road | Farmview Street | \$92,890.98 | **CITY'S COST ESTIMATE** (Priority #2) |

Appendix B - page 11

High Priority Pedestrian, Bike, Greenway Projects

| # | PA | Type | JD | LOCATION | Highway Name 1 | Highway Name 2 | 2012 Cost Est. | Comments |
|---|----|----------|----|-------------|---------------------|--------------------|------------------------|--|
| 200 | | Sidewalk | | Laurel St | Gadsden St | Pulaski St | \$323,160 | Included in City's priority list (Priority #3) |
| 201 | | Sidewalk | | Magnolia St | Two Notch Rd | Pinehurst Road | \$745,613 | Included in City's priority list (Priority #4) |
| 202 | | Sidewalk | | Pelham | Gills Creek Parkway | Garners Ferry Road | \$346,773.70 | **CITY'S COST ESTIMATE** (Priority #5) |
| 203 | | Sidewalk | | Pinehurst | Harrison Road | Forest Drive | \$352,561.30 | **CITY'S COST ESTIMATE** (Priority #6) |
| 204 | | Sidewalk | | Prospect | Wilmot Avenue | Yale | \$137,937.80 | **CITY'S COST ESTIMATE** (Priority #7) |
| 205 | | Sidewalk | | Sunset | Elmhurst Road | River Drive | \$364,522.34 | **CITY'S COST ESTIMATE** (Priority #8) |
| 206 | | Sidewalk | | Veterans | Garners Ferry Road | Wormwood Drive | \$171,602.34 | **CITY'S COST ESTIMATE** (Priority #9) |
| 207 | | Sidewalk | | Veterans | Coachmaker Road | Coatsdale Road | \$45,914.96 | **CITY'S COST ESTIMATE** (Priority #10) |
| Sub-Total High Priority Additive 2010 Projects | | | | | | | \$2,890,164.62 | |
| TOTAL COST OF HIGH PRIORITY PED/BIKE/GREENWAY PROJECTS | | | | | | | \$66,114,502.08 | |

Appendix C

Appendix C - page 1

| Medium Pedestrian Intersections Projects | | | | |
|---|-----------|-----------------------|--|---------------------------|
| # | PA | Prioritization | Intersections | 2012 Cost Est. |
| 1 | BW | Medium | Assembly St and Blossom St | \$94,536 |
| 2 | BW | Medium | Harden St and Laurel St | \$94,536 |
| 3 | SE | Medium | Garners Ferry Rd and East Exchange Blvd | \$94,536 |
| 4 | SE | Medium | Garners Ferry Rd and Old Hopkins Rd/Trotter Rd | \$94,536 |
| 5 | NE | Medium | Clemson Rd and Rhame Rd/Springs Rd | \$94,536 |
| 6 | BW | Medium | Assembly St and Lady St | \$94,536 |
| 7 | BW | Medium | Assembly St and Hampton St | \$94,536 |
| 8 | BW | Medium | Assembly St and Taylor St | \$94,536 |
| 9 | BW | Medium | Assembly St and Blanding St | \$94,536 |
| 10 | BW | Medium | Assembly St and Richland St | \$94,536 |
| 11 | BW | Medium | Main St and Hampton St | \$94,536 |
| 12 | BW | Medium | Main St and Richland St | \$94,536 |
| 13 | BW | Medium | N Main St and Monticello Rd | \$94,536 |
| 14 | BW | Medium | N Main St and Fairfield Rd | \$94,536 |
| | | | Sub-Total | \$1,323,504 |
| Long-term Pedestrian Intersection Projects | | | | |
| # | PA | Prioritization | Intersections | 2012 Cost Est. |
| 15 | BW | Lower | Huger St and Laurel St | \$94,536 |
| 16 | BW | Lower | Huger St and Taylor St | \$94,536 |
| 17 | BW | Lower | Clement Rd and River Dr/Sunset Dr | \$94,536 |
| 18 | BW | Lower | N Main St and Sunset Dr | \$94,536 |
| | | | Sub-Total | \$378,144 |

Appendix C - page 2

| Medium Pedestrian Sidewalk Projects | | | | | | | |
|--|----|--------------------|---------------------------|-----------------------|---------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 19 | BW | Sidewalk, One Side | Percival Rd | Forest Dr | Decker Blvd | | \$360,510 |
| 20 | BW | Sidewalk, One Side | River Dr | Broad Bridge | River Lucius Rd | | \$55,004 |
| 21 | SE | Sidewalks | Garners Ferry Rd | True St | Benson Rd | | \$1,533,375 |
| 22 | BW | Sidewalks | Jim Hamilton Blvd/Ott Rd | Airport Blvd | Beltline Blvd | | \$586,967 |
| 23 | NW | Sidewalks | Lake Murray Blvd | Lexington County Line | I-26 | | \$457,618 |
| 24 | BW | Sidewalks | Montgomery Ave/Woodrow St | Holt Dr | Ott Dr | | \$311,256 |
| 25 | SE | Sidewalks | Padgett Rd | Trotter Rd | Lower Richland Blvd | | \$663,569 |
| 26 | NW | Sidewalks | Saint Andrews Rd | Lexington County Line | Burning Tree Dr | | \$183,095 |
| 27 | SE | Sidewalks | Trotter Rd | Caughman Rd | Leesburg Rd | | \$1,183,486 |
| 28 | BW | Sidewalks - C&G | Farrow Rd | Belt Line Blvd | Columbia College Dr | | \$871,147 |
| 29 | BW | Sidewalks - C&G | Aberdeen Ave | Clement Rd | Ardincaple Dr | | \$351,305 |
| 30 | BW | Sidewalks - C&G | Airport Blvd | Jim Hamilton Blvd | Holly St | | \$514,853 |
| 31 | BW | Sidewalks - C&G | Bristol Dr | Forest Dr | Glenwood Rd | | \$535,550 |
| 32 | BW | Sidewalks - C&G | Britton Ln | Byron Rd | Veterans Rd | | \$122,707 |
| 33 | BW | Sidewalks - C&G | Campanella Dr | Floyd Dr | Farrow Rd | | \$1,179,209 |
| 34 | BW | Sidewalks - C&G | Clark St | End Of Street | Beaufort St | | \$91,291 |
| 35 | BW | Sidewalks - C&G | Eddy St | Mayer St | Frye Rd | | \$209,194 |
| 36 | BW | Sidewalks - C&G | Elmira St | Barhamville Rd | Oak St | | \$75,398 |

Appendix C - page 3

| Medium Pedestrian Sidewalk Projects | | | | | | | |
|--|----|-----------------|-----------------------------|------------------|---------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 37 | BW | Sidewalks - C&G | Gill Creek Pkwy | Rosewood Dr | Pelham Rd | | \$1,167,382 |
| 38 | BW | Sidewalks - C&G | Glenwood Rd | Forest Dr | Harrison Rd | | \$900,900 |
| 39 | BW | Sidewalks - C&G | Harper St | Chestnut St | End Of Street | | \$336,151 |
| 40 | BW | Sidewalks - C&G | Hurst St | Peale St | Colonial Dr | | \$196,812 |
| 41 | BW | Sidewalks - C&G | Jackson Ave | Monticello Rd | Abingdon Rd | | \$781,889 |
| 42 | BW | Sidewalks - C&G | Kershaw St | Woodrow St | King St | | \$146,731 |
| 43 | BW | Sidewalks - C&G | Magrath St | Lorick St | Surrey St | | \$70,963 |
| 44 | BW | Sidewalks - C&G | Old Veterans Rd/Veterans Rd | Garners Rd Ferry | Wormwood Dr | | \$582,490 |
| 45 | BW | Sidewalks - C&G | Peale St | Manse St | Shaw St | | \$183,876 |
| 46 | BW | Sidewalks - C&G | Pinehurst Rd | Harrison Rd | Forest Dr | | \$1,297,111 |
| 47 | BW | Sidewalks - C&G | Sulton St | Popes St | Maxcy St | | \$192,562 |
| 48 | BW | Sidewalks - C&G | Veterans Rd | Coachmaker Rd | Coatsdale Rd | | \$120,674 |
| 48 | BW | Sidewalks - C&G | Walker St | Wilmot Ave | Harvard Ave | | \$1,245,367 |
| 50 | BW | Sidewalks - C&G | Walters Ln | Byron Rd | Veterans Rd | | \$141,742 |
| 51 | BW | Sidewalks - C&G | Wormwood Ln | Galway Ln | Veterans Rd | | \$226,380 |
| 52 | BW | Sidewalks - C&G | Senate St | Pulaski St | Huger St | | \$185,539 |
| 53 | BW | Sidewalks - C&G | Maple St | Rosewood Dr | Montgomery | | \$865,788 |
| 54 | NE | Sidewalks | Spears Creek Church | Two Notch Rd | Percival Rd | | \$1,202,541 |

Appendix C - page 4

| Medium Pedestrian Sidewalk Projects | | | | | | | |
|--|----|--------------------|----------------------|------------------|--------------|-----------------------|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| | | | Rd | | | | |
| 55 | BW | Sidewalks - C&G | Harden St | Calhoun St | Colonial Dr | | \$1,243,334 |
| 56 | BW | Sidewalks | Olympia Ave/Wayne St | Rosewood Dr | Whaley St | | \$321,900 |
| 57 | SE | Sidewalk, One Side | Hazelwood Rd | Garners Ferry Rd | Fairmont Rd | | \$247,247 |
| 58 | BW | Sidewalks - C&G | Gateway Blvd | Rosewood Dr | Owens Field | | \$2,031,506 |
| 59 | NE | Sidewalk, One Side | Percival Rd | Alpine Rd | Forest Dr | | \$570,264 |
| 60 | BW | Sidewalks | Beltline Blvd | Plowden Rd | Hickory St | | \$310,496 |
| 61 | BW | Sidewalks | Beltline Blvd | Hickory St | Rosewood Dr | Part of road widening | \$0 |
| 62 | NE | Sidewalks | Sparkleberry Ln | Viking Dr | Clemson Rd | Part of road widening | \$0 |
| 63 | NE | Sidepath, One Side | Sparkleberry Ln | Two Notch Rd | Viking Dr | | \$188,517 |
| 64 | BW | Sidewalk - CG | Harden St | Gervais St | Calhoun St | Part of road widening | \$428,736 |
| 65 | NE | Sidewalks | Brickyard Rd | Farrow Rd | Two Notch Rd | | \$1,514,510 |
| 66 | NE | Sidewalks | Springs Rd | Brickyard Rd | Clemson Rd | | \$884,252 |
| | | | | Sub Total | | | \$26,871,195 |

| Long-Term Pedestrian Sidewalk Projects | | | | | | | |
|---|----|--------------|----------------------------------|------------|---------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 67 | NE | Sidewalks | Killian Rd | Farrow Rd | Longtown Rd | | \$177,012 |
| 68 | SE | Sidewalks | Bitternut Dr/Starling Goodson Rd | Trotter Rd | Lower Richland Blvd | | \$407,056 |
| 69 | NE | Sidewalks | Mallet Hill Rd | Polo Rd | Sparkleberry Ln | | \$1,151,220 |

Appendix C - page 5

| Long-Term Pedestrian Sidewalk Projects | | | | | | | |
|---|----|--------------------------|-----------------|-------------------|-------------------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 70 | NE | Sidewalks | Old Eastover Rd | Webber School Rd | Prop. Griffins Creek Greenway | | \$418,699 |
| 71 | NW | Sidewalks | Old Tamah Rd | Kennerly Rd | Shady Grove Rd | | \$1,026,907 |
| 72 | BW | Sidewalks - C&G | Ames Rd | Dairy St | Koon Rd | | \$1,172,186 |
| 73 | BW | Sidewalks - C&G | Ardincaple Dr | Fallings Spring R | Clement Rd | | \$880,757 |
| 74 | BW | Sidewalks - C&G | Ayrshire Ave | Aberdeen Ave | Ardincaple Dr | | \$267,960 |
| 75 | BW | Sidewalks - C&G | Burke Ave | Clarendon Ave | Albermable St | | \$207,900 |
| 76 | BW | Sidewalks - C&G | Byron Rd | Rockwood Rd | Wormwood Dr | | \$485,100 |
| 77 | BW | Sidewalks - C&G | Christie Rd | Old Woodlands Rd | Byron Rd | | \$715,176 |
| 78 | BW | Sidewalks - C&G | Darlington St | Riverview Ct | Park St | | \$339,847 |
| 79 | BW | Sidewalks - C&G | Deerfield Dr | Pine Belt Rd | Forest Trace Dr | | \$733,656 |
| 80 | BW | Sidewalks - C&G | Farmview St | Koon Rd | Eddy St | | \$285,886 |
| 81 | BW | Sidewalks - C&G | Floyd Dr | Gavilan Ave | Campanella Dr | | \$286,440 |
| 81 | BW | Sidewalks - C&G | Kensington Rd | Summerlea Dr | Cumberland Dr | | \$378,840 |
| 82 | BW | Sidewalks - C&G | Kesington Rd | Ardincaple Dr | Clement Rd | | \$230,446 |
| 83 | BW | Sidewalk, One Side - C&G | Koon Rd | Malinda Rd | Farmview St | | \$489,166 |
| 84 | BW | Sidewalks - C&G | Lester Dr | High Cir | End Of Street | | \$1,812,703 |
| 85 | BW | Sidewalks - C&G | Lucius Rd | Marlboro St | Lindsay St | | \$952,829 |

Appendix C - page 6

| Long-Term Pedestrian Sidewalk Projects | | | | | | | |
|---|-----------|--------------------------|---------------|-------------------|-----------------|-----------------------|-----------------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 86 | BW | Sidewalks - C&G | Maxcy St | Clark St | Sulton St | | \$195,518 |
| 87 | BW | Sidewalks - C&G | Mitchell St | Royster St | Edisto Ave | | \$318,965 |
| 88 | BW | Sidewalks - C&G | Muller Ave | Arlington Rd | Kinderway Ave | | \$293,462 |
| 89 | BW | Sidewalks - C&G | Patterson Rd | Wal-Mart Entrance | Garners Ferry R | | \$482,513 |
| 90 | BW | Sidewalks - C&G | Pelham Dr | Gill Creek Pkwy | Garners Ferry R | | \$1,376,575 |
| 91 | BW | Sidewalks - C&G | Prospect St | Wilmot Ave | Yale Ave | | \$516,146 |
| 92 | BW | Sidewalks - C&G | Ryan Ave | Glenn Ave | Miriam Ave | | \$297,898 |
| 93 | BW | Sidewalks - C&G | Scurry St | Truman St | Bronx Rd | | \$830,122 |
| 94 | BW | Sidewalks - C&G | Seegars St | Willow St | Lorick Ave | | \$110,880 |
| 95 | BW | Sidewalks - C&G | Stratford Rd | Wellington Dr | Glenwood Rd | | \$526,126 |
| 96 | BW | Sidewalks - C&G | Westwood Ave | Abingdon Rd | Mildred Rd | | \$189,974 |
| 97 | BW | Sidewalks - C&G | Wildsmere Ave | Ryan Ave | Ridgewood Ave | | \$771,355 |
| 98 | SE | Sidewalks - C&G | Ulmer Rd | Caughman Rd | Leesburg Rd | | \$3,004,109 |
| 99 | NE | Sidewalk, One Side | Bookman Rd | Kelly Mill Rd | Two Notch Rd | | \$478,645 |
| 100 | BW | Sidewalks | Beltline Blvd | Bluff Rd | Plowden Rd | Part of road widening | \$0 |
| 101 | BW | Sidewalks - C&G | Sunset Dr | Clement Rd | Main St | Part of road widening | \$0 |
| 102 | BW | Sidewalk, One Side - C&G | Sunset Dr | Elmhurst Rd | I-277 | Part of road widening | \$0 |

Appendix C - page 7

| Long-Term Pedestrian Sidewalk Projects | | | | | | | |
|---|----|--------------|--------|------|----|-----------|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| | | | | | | Sub-Total | \$21,812,073 |

| Medium Greenway Projects | | | | | |
|---------------------------------|----|----------------------------------|---|-------|----------------|
| # | | Main Greenway Route | | Miles | 2012 Cost Est. |
| Medium Priority | | | | | |
| 103 | NW | Broad River | Richland/Fairfield Line to Harbison State Forest Park | 16.2 | \$8,370,161 |
| 104 | NC | Broad River | Harbison State Forest Park Southward to Three Rivers Greenway | 6.3 | \$3,236,794 |
| 105 | NW | Broad River | From Broad River to Broad River Road near Richardson Circle | 8.8 | \$4,567,546 |
| 106 | NE | Crane Creek | Summit Parkway to Monticello Road near I-20 | 13.1 | \$6,801,180 |
| 107 | BW | Crane Creek | River Crossing under I-20 bridge | 1.3 | \$685,869 |
| 108 | BW | Crane Creek - Broad River Bridge | River Crossing under I-20 bridge | 0.3 | \$2,250,000 |
| 109 | SE | Gills Creek | From Gills Creek 2B Greenway, southward paralleling I-77 along I-77 ROW to Old Davidson Road. | 1.1 | \$574,669 |
| 110 | BW | Gills Creek | From Beltline to Rosewood | 4.3 | \$2,199,904 |
| 111 | SE | Cedar Creek | From Palmetto Trail south of Fort Jackson to Congaree Swamp National Monument | 13.9 | \$7,179,739 |
| 112 | SE | Griffins Creek | From Garners Ferry Road to near the Congaree Swamp National Monument | 12.4 | \$6,433,901 |
| 113 | SE | Palmetto Trail | extend Palmetto Trail, parallel and east of Giffins Creek Greenway | 16.0 | \$8,267,553 |
| 114 | BW | Three Rivers Greenway Extension | The Saluda Riverwalk from I-26 to Congaree River where the Saluda and Broad River Joins | 2.9 | \$1,481,948 |

Appendix C - page 8

| Medium Greenway Projects | | | | | |
|---------------------------------|----|-------------------------------------|--|--------------|-----------------------|
| # | | Main Greenway Route | | Miles | 2012 Cost Est. |
| 115 | BW | Smith/Rocky Branch | Along the Norfolk Southern Rail ROW to Rocky Branch | 1.4 | \$701,876 |
| 116 | BW | Three Rivers Greenway Extension | Bridge over the Broad River under I-126 Bridge | 0.5 | \$3,861,000 |
| 117 | BW | True/Fort Jackson Connector | From Fort Jackson Blvd to True Street. | 1.0 | \$541,553 |
| 118 | SE | Reeder Point Branch Greenway | Follows Reeder Point Branch from Shop Road extension to Bluff Road. | 1.5 | \$756,601 |
| 119 | SE | Shop Rd Ext/Lykesland Trl Connector | Links Future Shop Road Extension to bike routes to th east and avoids Garners Ferry Road | 0.1 | \$40,774 |
| | | Sub-Total | | | \$57,951,068 |

| Long-Term Greenway Projects | | | | | |
|------------------------------------|----|---------------------------------|---|--------------|-----------------------|
| # | | Main Greenway Route | | Miles | 2012 Cost Est. |
| Medium Priority | | | | | |
| 120 | NE | Crane Creek | Roberts Branch | 4.4 | \$2,261,058 |
| 121 | NC | Crane Creek | North Branch Crane Creek near Blythwood Blvd. to | 8.0 | \$4,134,397 |
| 122 | NC | Crane Creek | Oak Hills | 1.4 | \$703,822 |
| 123 | SE | Palmetto Trail | Link Palmetto Trail to Giffins Creek Greenway and provide roadway to the Congaree Swamp National Monument | 0.8 | \$396,152 |
| 124 | BW | Three Rivers Greenway Extension | Three Rivers Greenway Extension following the Congaree River form Granby Park to Gills Creek Greenway | 6.0 | \$3,097,189 |
| | | Sub-Total | | | \$10,592,618 |

Appendix C - page 9

| Medium Bike Projects | | | | | | | |
|-----------------------------|----|----------------------|--|--------------------|--------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| Medium Priority | | | | | | | |
| 125 | BW | Bike Lanes | River Dr | Broad River Bridge | Lucius Rd | | \$161,346 |
| 126 | BW | Bike Lanes, Restripe | Beltline Blvd | Forest Dr | Chateau Dr | | \$17,703 |
| 127 | BW | Bike Lanes, Restripe | Marion St | Pendleton St | Calhoun St | | \$62,809 |
| 128 | BW | Connector | Arcadia Lakes Dr/Risley Rd/Shakespeare Rd | Trenholm Rd | Columbia Mall Blvd | | \$19,710 |
| 129 | BW | Connector | Barhamville Rd/Elmwood Ave/Tremain St/Waites Rd | Harden St | Two Notch Rd | | \$12,143 |
| 130 | BW | Connector | Bethel Church Rd/Briarfield Rd/Covenant Rd | Two Notch Rd | Trenholm Rd | | \$32,549 |
| 131 | BW | Connector | Bloomwood Rd/Blossom St/Kilbourne Rd | Ott Rd | Beltline Blvd | | \$9,555 |
| 132 | BW | Connector | Blossom St/King St | Wheat St | Ott Rd | | \$9,529 |
| 134 | BW | Bike Lanes | Bluff Rd/Park St | Whaley St | Virginia St | | \$452,885 |
| 135 | BW | Connector | Byrnes Dr/Canterbury Rd/Cypress St/Forest Dr/Gervais St/Greene St/Harrison Rd/Lee St/Pavillion Ave/Saint Julian Pl/Santee Ave/Wellington Dr/Woodrow St | Saluda Ave | Two Notch Rd | | \$31,624 |
| 136 | BW | Connector | Chestnut St/Slighs Ave | Harden St | Barhamville Rd | | \$6,470 |

Appendix C - page 10

| Medium Bike Projects | | | | | | | |
|-----------------------------|----|----------------------|--|------------------|-------------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 137 | BW | Connector | Colin Kelly Dr/McArthur Ave/Sunnyside Dr | Trenholm Rd | Richland Mall | | \$5,876 |
| 138 | BW | Connector | Columbia Mall Blvd | Two Notch Rd | Parklane Rd | | \$9,188 |
| 139 | BW | Connector | Eastshore Rd/Overcreek Rd/Shorebrook Dr | Trenholm Rd | Percival Rd | | \$17,818 |
| 140 | BW | Connector | Fairfield Rd/Main St | Sunset Dr | Colleton St | | \$24,472 |
| 141 | BW | Connector | Fleming St/Partridge Dr | Lakeshore Dr | Percival Rd | | \$2,149 |
| 142 | BW | Connector | Forest Lake Pl/Lakeshore Dr/Robinwood Rd | Trenholm Rd | Overcreek Rd | | \$21,351 |
| 143 | BW | Connector | Greene St | Huger St | 350' west of Lincoln St | | \$2,742 |
| 144 | BW | Connector | Hampton St | Harden St | Millwood Ave | | \$3,358 |
| 145 | BW | Connector | Harrison Rd | Byrnes Dr | Forest Dr | | \$7,295 |
| 146 | BW | Connector | Laurens St | College St | Senate St | | \$2,049 |
| 147 | BW | Connector | Montgomery Ave/Woodrow St | Holt Dr | Ott Dr | | \$6,917 |
| 148 | SE | Connector | Old Davidson Rd/Pennington Rd/True St | Garners Ferry Rd | Leesburg Rd | | \$11,429 |
| 149 | BW | Connector | Park St | Lady St | Washington St | | \$1,033 |
| 159 | BW | Connector | Summerville Ave/Sumter St | Calhoun St | Main St | | \$6,889 |
| 151 | BW | Shoulders | Bluff Rd | Virginia St | Rosewood Dr | | \$166,383 |
| 152 | SE | Bike Lanes, Restripe | Bluff Rd | Beltline Blvd | Longwood Rd | | \$186,506 |
| 153 | BW | Bike Lanes, Restripe | Percival Rd | Forest Dr | Decker Blvd | | \$96,136 |

Appendix C - page 11

| Medium Bike Projects | | | | | | | |
|-----------------------------|-----------|----------------------|--|-------------------|-----------------------------|--|-----------------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 154 | BW | Bike Lanes | Boundary Rd/Morninglo Ln/Windsor Lake Blvd | Percival Rd | Alpine Rd | | \$2,134,231 |
| 155 | BW | Bike Lanes | Hunt Club Rd | Oneil Ct | Windsor Lake Blvd | | \$688,457 |
| 156 | NC | Bike Lanes, Restripe | Fairfield Rd | Colleton St | Dubard-Boyle Rd | | \$283,758 |
| 157 | BW | Bike Lanes, Restripe | Forest Dr | Trenholm Rd | Percival Rd | | \$59,628 |
| 158 | NC | Bike Lanes, Restripe | Monticello Rd | Harmon Rd | Main St | | \$320,918 |
| 158 | SE | Bike Lanes, Restripe | Percival Rd | Decker Blvd | Willoby St | | \$90,269 |
| 160 | BW | Bike Lanes, Restripe | Two Notch Rd | Harrison Rd | Belt Line Blvd | | \$50,517 |
| 161 | BW | Connector | Airport Blvd | Jim Hamilton Blvd | Holt Dr | | \$715 |
| 162 | BW | Connector | Arrowwood Dr/Arrowwood Rd/Lawand Dr | Bush River Rd | Prop. Saluda River Greenway | | \$7,898 |
| 163 | BW | Connector | Cross Hill Rd/Crowson Rd | Datura Rd | Fort Jackson Blvd | | \$5,197 |
| 164 | NW | Shoulders | Browning Rd/Burnette Dr/Burning Tree Dr/Morninghill Dr | Saint Andrews Rd | Bush River Rd | | \$988,860 |
| 165 | BW | Shoulders | Byron Rd/Leesburg Rd/Planters Dr/Veterans Rd | Atlas Rd | Old Leesburg Rd | | \$1,133,574 |
| 166 | NE | Bike Lanes, Restripe | Farrow Rd | I-20 | Parklane Rd | | \$142,801 |
| 167 | BW | Shoulders | Jim Hamilton Blvd/Ott Rd/Plowden Rd | Airport Blvd | Beltline Blvd | | \$782,623 |
| 168 | BW | Shoulders | Wildcat Rd | Garners Ferry Rd | Fort Jackson Blvd | | \$283,156 |

Appendix C - page 12

| Medium Bike Projects | | | | | | | |
|-----------------------------|-----------|----------------------|------------------------------------|------------------------|------------------------|--|-----------------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 169 | BW | Shoulders | Bush River Rd | Browning Rd | Broad River Rd | | \$532,731 |
| 170 | SE | Shoulders | Garners Ferry Rd | True St | Benson Rd | | \$2,044,500 |
| 171 | BW | Shoulders | Greystone Blvd | Broad River Rd | Candi Ln | | \$665,027 |
| 172 | BW | Sidepaths | Farrow Rd | Belt Line Blvd | Columbia College Dr | | \$199,119 |
| 173 | BW | Bike Lanes, Restripe | Millwood Ave/Two Notch Rd | Hampton St | Harrison Rd | | \$68,530 |
| 174 | NW | Bike Lanes, Restripe | Saint Andrews Rd | Broad River Rd | Lexington County Line | | \$67,656 |
| 175 | NW | Bike Lanes, Restripe | Piney Grove Rd | Broad River Rd | Lexington County Line | | \$98,734 |
| 176 | NW | Bike Lanes, Restripe | Lake Murray Blvd | I-26 | Lexington County Line | | \$61,016 |
| 177 | NW | Shoulders | Dutch Fork Rd | Rauch Meetze Rd | Lexington County Line | | \$2,058,693 |
| 178 | NW | Shoulders | Freshly Mill Rd/Kennerly Rd | Broad River Rd (south) | Broad River Rd (north) | | \$6,888,753 |
| 179 | NE | Bike Lanes | Farrow Rd/Parklane Rd | Old Legrand Rd | Farrow Rd | | \$179,676 |
| 180 | NE | Shoulders | Farrow Rd | Parklane Rd | Killian Rd | | \$2,091,830 |
| 181 | NE | Shoulders | Longtown Rd | Farrow Rd | Club Colony Pky | | \$1,606,620 |
| 182 | NE | Bike Lanes, Restripe | Percival Rd | Willoby St | Spears Creek Church Rd | | \$394,625 |
| 183 | SE | Connector | Harmon Rd/Horrell Hill Rd | Lower Richland Blvd | Old Leesburg Rd | | \$99,681 |
| 184 | SE | Shoulders | Caughman Rd/Fairmont Rd/Trotter Rd | Leesburg Rd | Bitternut Rd | | \$2,175,212 |
| 185 | SE | Shoulders | Padgett Rd | Trotter Rd | Lower Richland Blvd | | \$884,759 |
| 186 | SE | Shoulders | Trotter Rd | Bitternut Rd | Leesburg Rd | | \$1,028,776 |

Appendix C - page 13

| Medium Bike Projects | | | | | | | |
|-----------------------------|----|----------------------|---|-------------------------|-------------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 187 | SE | Shoulders | Garners Ferry Rd/Old Garners Ferry Rd/Old Hopkins Rd/Trotter Rd | Air Base Rd | Caughman Rd | | \$1,101,070 |
| 188 | SE | Shoulders | Greenlawn Dr | Atlas Rd | Leesburg Rd | | \$856,817 |
| 189 | SE | Shoulders | Hallbrook Dr | Garners Ferry Rd | Caughman Rd | | \$621,372 |
| 190 | BW | Bike Lanes | Pulaski St | Lady St | Blossom St | | \$482,714 |
| 191 | BW | Bike Lanes | Gadsden St | Greene St | Blossom St | | \$135,071 |
| 192 | BW | Bike Lanes | Park St | Gervais St | Devine St | | \$372,246 |
| 193 | BW | Bike Lanes | Pendleton St | Marion St | Gregg St | | \$342,416 |
| 194 | BW | Bike Lanes | Devine St | Hugar St | Park St | | \$341,371 |
| 195 | BW | Shoulders | Lincoln St | Blossom St | South of Mark Buyck Way | | \$118,547 |
| 197 | BW | Bike Lanes | Sumter St | Senate St | Greene St | | \$205,952 |
| 198 | BW | Shoulders | Sumter St | Greene St | Blossom St | | \$123,615 |
| 199 | BW | Connector | Gregg St | Senate St | Greene St | | \$3,247 |
| 200 | BW | Connector | Heyward St/Main St | Wheat St | Marion St | | \$3,035 |
| 201 | BW | Connector | Heyward St | Marion St | Pickens St | | \$1,734 |
| 202 | BW | Shoulders | Bull St | Senate St | Pendleton St | | \$69,316 |
| 203 | BW | Shoulders | Barnwell St | Gervais St | Pendleton St | | \$132,803 |
| 204 | BW | Shoulders | Gadsden St/Mark Buyck Way | Blossom St | Lincoln St | | \$141,166 |
| 205 | BW | Sidepaths | Lincoln St | South of Mark Buyck Way | Whaley St | | \$90,478 |
| 206 | NW | Bike Lanes, Restripe | Piney Woods Rd | Broad River Rd (north) | Piney Grove Rd | | \$69,576 |
| 207 | BW | Bike Lanes, Restripe | Trenholm Rd | Decker Blvd | Oneil Ct | | \$33,574 |

Appendix C - page 14

| Medium Bike Projects | | | | | | | | |
|-----------------------------|----|--------------|------------------------|------------------|--------------|-----------------------|----------------|---------------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. | |
| 208 | NE | Bike Lanes | Spears Creek Church Rd | Two Notch Rd | Percival Rd | | \$1,763,727 | |
| 209 | BW | Bike Lanes | Harden St | Calhoun St | Colonial Dr | | \$468,915 | |
| 210 | BW | Bike Lanes | Olympia Ave/Wayne St | Rosewood Dr | Whaley St | | \$472,121 | |
| 211 | SE | Bike Lanes | Hazelwood Rd | Garners Ferry Rd | Fairmont Rd | | \$725,257 | |
| 212 | BW | Bike Lanes | Gateway Blvd | Rosewood Dr | Owens Field | | \$766,168 | |
| 213 | NE | Shoulders | Lee Rd | Hardscrabble Rd | Longtown Rd | | \$772,929 | |
| 214 | NE | Shoulders | Main St/Wilson Blvd | Fairfield Rd | I-77 | | \$6,408,484 | |
| 215 | BW | Shoulders | Beltline Blvd | Plowden Rd | Hickory St | | \$413,994 | |
| 216 | BW | Shoulders | Beltline Blvd | Hickory St | Rosewood Dr | Part of road widening | \$0 | |
| 217 | NE | Shoulders | Sparkleberry Ln | Viking Dr | Clemson Rd | Part of road widening | \$0 | |
| 218 | NE | Sidepaths | Sparkleberry Ln | Two Notch Rd | Viking Dr | | \$377,034 | |
| 219 | BW | Bike Lanes | Harden St | Gervais St | Calhoun St | | \$543,141 | |
| 220 | NE | Shoulders | Brickyard Rd | Farrow Rd | Two Notch Rd | | \$2,019,347 | |
| 221 | NE | Shoulders | Springs Rd | Brickyard Rd | Clemson Rd | | \$1,179,003 | |
| | | | | Sub-Total | | | | \$50,662,692 |

| Long-Term Bike Projects | | | | | | | |
|--------------------------------|----|--------------|-----------|----------------|-----------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 222 | BW | Connector | Candi Ln | Greystone Blvd | End of Candi Ln | | \$8,380 |
| 223 | BW | Connector | Rivermont | Greystone | Zoo Entrance | | \$1,467 |

Appendix C - page 15

| Long-Term Bike Projects | | | | | | | |
|--------------------------------|----|----------------------|--|---------------------|------------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| | | | Dr/Wildlife Pkwy | Blvd | | | |
| 224 | BW | Bike Lanes | Faraway Dr | Decker Blvd | Alpine Rd | | \$1,576,454 |
| 225 | BW | Bike Lanes, Restripe | Farrow Rd | Columbia College Dr | I-20 | | \$208,892 |
| 226 | NC | Connector | Brickyard Rd/Frost Ave/Miriam Ave/Mountain Dr/Ryan Ave | Clement Rd | Monticello Rd | | \$43,090 |
| 227 | NW | Connector | Beatty Rd/Brookgreen Dr/Kay St/Morningside Dr | Saint Andrews Rd | Piney Woods Rd | | \$15,862 |
| 228 | NW | Connector | Harbison Blvd/Hillpine Rd | Piney Woods Rd | Lexington County Line | | \$11,996 |
| 229 | NW | Bike Lanes, Restripe | Piney Woods Rd | Piney Grove Rd | Broad River Rd (south) | | \$92,094 |
| 230 | NW | Bike Lanes | Old Tamah Rd | Kennerly Rd | Shady Grove Rd | | \$1,506,131 |
| 231 | NW | Shoulders | Ashbourne Rd/Flagbury Rd | Royal Tower Dr | Lexington County Line | | \$280,495 |
| 232 | NW | Shoulders | Lost Creek Dr | Pond Oak Ln | Broad River Rd | | \$1,904,031 |
| 233 | NW | Shoulders | Kinley Rd | Lake Murray Blvd | Broad River Rd | | \$366,348 |
| 234 | NW | Shoulders | Royal Tower Dr/Woodrow St | Flagbury Rd | Broad River Rd | | \$523,924 |
| 235 | NW | Shoulders | Bickley Rd | Dutch Fork Rd | Broad River Rd | | \$712,927 |
| 236 | NW | Shoulders | Chapin Rd/Columbia Ave | Broad River Rd | Lexington County Line | | \$1,048,608 |
| 237 | NW | Shoulders | Dreher Shoals Rd | Dutch Fork Rd | Lexington County Line | | \$1,183,755 |
| 238 | NW | Shoulders | Farming Creek Rd | Dreher Shoals Rd | Broad River Rd | | \$982,967 |
| 239 | NW | Shoulders | Freshly Mill Rd | Pet Sites Rd | Kennerly Rd (east) | | \$1,901,434 |

Appendix C - page 16

| Long-Term Bike Projects | | | | | | | |
|--------------------------------|----|----------------------|--|--------------------|-----------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 240 | NW | Shoulders | Freshly Mill Rd | Dutch Fork Rd | Broad River Rd | | \$997,350 |
| 241 | NW | Shoulders | Freshly Mill Rd | Kennerly Rd (west) | Pet Sites Rd | | \$908,582 |
| 242 | NW | Shoulders | Hollingshed Rd/Lost Creek Dr | Pond Oak Ct | Kennerly Rd | | \$1,712,367 |
| 243 | NW | Shoulders | Pet Sites Rd/Wash Lever Rd | Freshly Mill Rd | Broad River Rd | | \$2,883,640 |
| 244 | NW | Shoulders | R. Stoudemayer Rd | Broad River Rd | Newberry County Line | | \$1,156,003 |
| 245 | NW | Shoulders | Shady Grove Rd | Broad River Rd | Kennerly Rd | | \$2,166,785 |
| 246 | NC | Shoulders | Crane Church Rd/Dubard Boyle Rd/Heyward Brockington Rd | Monticello Rd | Fairfield Rd | | \$2,646,420 |
| 247 | NC | Shoulders | Cedar Creek Rd | Monticello Rd | Winnsboro Rd | | \$3,262,723 |
| 248 | NC | Shoulders | Crane Church Rd | Fairfield Rd | Dubard-Boyle Rd | | \$1,469,825 |
| 249 | NC | Shoulders | Fairfield Rd/Winnsboro Rd | Dubard-Boyle Rd | Fairfield County Line | | \$5,331,047 |
| 250 | NC | Shoulders | Hinnants Store Rd | Monticello Rd | Fairfield County Line | | \$1,494,536 |
| 251 | NC | Shoulders | Monticello Rd | Harmon Rd | Fairfield County Line | | \$5,991,005 |
| 252 | NE | Shoulders | Farrow Rd/Rabon Rd | Farrow Rd | Two Notch Rd | | \$1,303,379 |
| 253 | NE | Bike Lanes, Restripe | Kings Way/Trenholm Rd | Oneil Ct | Alpine Rd | | \$90,757 |
| 254 | NE | Shoulders | Farrow Rd/Main St/Wilson Blvd | Killian Rd | Blythewood Rd | | \$3,568,308 |
| 255 | NE | Shoulders | Killian Rd | Farrow Rd | Longtown Rd | | \$236,016 |

Appendix C - page 17

| Long-Term Bike Projects | | | | | | | |
|--------------------------------|-----------|---------------------|---|------------------------|-------------------------------|--|-----------------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 256 | NE | Shoulders | Mallet Hill Rd | Polo Rd | Sparkleberry Ln | | \$1,534,959 |
| 257 | NE | Shoulders | Marthan Rd | Wilson Blvd | Farrow Rd | | \$774,893 |
| 258 | NE | Shoulders | Smallwood Rd | Mallet Hill Rd | Percival Rd | | \$469,117 |
| 259 | NE | Shoulders | Summit Pkwy | Clemson Rd | Hard Scrabble Rd | | \$1,733,973 |
| 260 | NE | Shoulders | Two Notch Rd | Bookman Rd | Kershaw County Line | | \$1,702,103 |
| 261 | NE | Shoulders | Langford Rd | Main St | Grover Wilson Rd | | \$2,530,155 |
| 262 | NE | Shoulders | Locklier Rd | Blythewood Rd | Proposed Greenway | | \$562,764 |
| 263 | NE | Shoulders | Main St/Wilson Blvd | Blythewood Rd | Fairfield County Line | | \$1,750,637 |
| 264 | NE | Shoulders | Percival Rd | Spears Creek Church Rd | Kershaw County Line | | \$1,959,661 |
| 265 | SE | Connector | Garden Springs Rd/Towhee Dr/Windwan Dr | Pennington Rd | Leesburg Rd | | \$5,180 |
| 266 | SE | Shoulders | Old Bluff Rd | Bluff Rd | Congaree Swamp Park Entrance | | \$2,755,273 |
| 267 | SE | Sidepaths | Bluff Rd | Longwood Rd | Old Bluff Rd | | \$1,138,241 |
| 268 | SE | Sidepaths | McCords Ferry Rd/Screaming Eagle Rd | Leesburg Rd | Percival Rd | | \$4,789,002 |
| 269 | SE | Connector | Old Leesburg Rd | Leesburg Rd | Lower Richland Blvd | | \$15,666 |
| 270 | SE | Bike Lanes | Old Eastover Rd | Webber School Rd | Prop. Griffins Creek Greenway | | \$614,091 |
| 271 | SE | Connector | Asbury Dr/Haven Dr | Leesburg Rd | Greenlawn Dr | | \$3,871 |
| 272 | SE | Connector | Cabin Creek Rd | Lower Richland Blvd | Congaree Rd | | \$59,140 |
| 273 | SE | Connector | Clarkson Rd/Hopkins Rd/Old Clarkson Rd/Old Hopkins Rd | Air Base Rd | Weston Rd | | \$77,779 |

Appendix C - page 18

| Long-Term Bike Projects | | | | | | | |
|--------------------------------|----|--------------|---|-------------------------------|--------------------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 274 | SE | Connector | Clarkson Rd/Mount View Rd/Old Bluff Rd | Weston Rd | Congaree Swamp Park Entrance | | \$20,905 |
| 275 | SE | Connector | Elmtree Rd/Patricia Dr | Greenlawn Dr | Fairmont Rd | | \$8,535 |
| 276 | SE | Connector | Louis LeConte Rd/Mt Elon Church Rd/Old Congaree Run/R L Coward Rd | Congaree Rd | Old Leesburg Rd | | \$88,192 |
| 277 | SE | Connector | Lykesland Trl | Shop Rd | Old Hopkins Rd | | \$2,780 |
| 278 | SE | Connector | Old Garners Ferry Rd | Garners Ferry Rd | Shop Rd | | \$11,875 |
| 279 | SE | Connector | Rawlinson Rd/Trotwood Dr | Caughman Rd | Trotter Rd | | \$11,587 |
| 280 | SE | Shoulders | Bitternut Dr/Starling Goodson Rd | Trotter Rd | Lower Richland Blvd | | \$542,742 |
| 281 | SE | Shoulders | Garners Ferry Rd | Benson Rd | Trotter Rd | | \$561,876 |
| 282 | SE | Shoulders | Shop Rd | Pineview Dr | Garners Ferry Rd | | \$1,924,877 |
| 283 | SE | Connector | Robert McKenzie Rd | Garners Ferry Rd | Prop. Griffins Creek Greenway | | \$2,908 |
| 284 | SE | Shoulders | Action Rd/Old Eastover Rd | Prop. Griffins Creek Greenway | Prop. Palmetto Trail Extension | | \$1,889,142 |
| 285 | SE | Shoulders | Air Base Rd/Congaree Rd | Old Hopkins Rd | Zeigler Rd | | \$5,545,204 |
| 286 | SE | Shoulders | Bluff Rd | Old Bluff Rd | Prop. Griffins Creek Greenway | | \$7,684,871 |
| 287 | SE | Shoulders | Congaree Church Rd/Congaree Rd | Zeigler Rd | Bluff Rd | | \$2,359,463 |
| 288 | SE | Shoulders | Congress Rd | Old Eastover Rd | Old Leesburg Rd | | \$2,679,241 |

Appendix C - page 19

| Long-Term Bike Projects | | | | | | | |
|--------------------------------|----|--------------|--|---------------------|--------------------|--|----------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 289 | SE | Shoulders | Garners Ferry Rd/Lower Richland Blvd | Trotter Rd | Old Eastover Rd | | \$5,077,607 |
| 290 | SE | Shoulders | Garners Ferry Rd | Old Eastover Rd | Robert McKenzie Rd | | \$2,745,325 |
| 291 | SE | Shoulders | Garners Ferry Rd | Robert McKenzie Rd | Proposed Greenway | | \$1,091,376 |
| 292 | SE | Sidepaths | Leesburg Rd | Old Leesburg Rd | McCords Ferry Rd | | \$368,924 |
| 293 | SE | Shoulders | Lower Richland Blvd | Bluff Rd | Old Leesburg Rd | | \$4,492,921 |
| 294 | SE | Shoulders | Old Eastover Rd | Garners Ferry Rd | Webber School Rd | | \$4,061,693 |
| 295 | SE | Shoulders | Teague Rd | Caughman Rd | Leesburg Rd | | \$764,755 |
| 296 | SE | Shoulders | Zeigler Rd | Congaree Rd | Old Eastover Rd | | \$2,088,599 |
| 297 | SE | Sidepaths | Leesburg Rd | Semmes Rd | Old Leesburg Rd | | \$1,910,431 |
| 298 | SE | Connector | Old Leesburg Rd | Lower Richland Blvd | Congress Rd | | \$81,765 |
| 299 | SE | Shoulders | Old Leesburg Rd | Congress Rd | Leesburg Rd | | \$438,134 |
| | BW | Connector | Sumter St | Wheat St | Heyward St | | \$1,104 |
| 300 | BW | Shoulders | Barnwell St/Gibbes Ct | College St | Gregg St | | \$83,699 |
| 301 | BW | Shoulders | Bull St | Greene St | End of Devine St | | \$65,007 |
| 302 | BW | Connector | Bethel Church Rd/Dare Cir/Formosa Dr/Oakwood Dr/Satchelford Rd | Briarfield Rd | Arcadia Lakes Dr | | \$15,841 |
| 303 | NC | Shoulders | Camp Ground Rd | Monticello Rd | Winnsboro Rd | | \$2,420,035 |
| 304 | BW | Bike Lanes | Barnwell St/College St | Pendleton St | End of College St | | \$117,786 |

Appendix C - page 20

| Long-Term Bike Projects | | | | | | | |
|--------------------------------|----|----------------------|--|---------------------|-----------------------|--|----------------------|
| # | PA | Project Type | Routes | From | To | | 2012 Cost Est. |
| 305 | NE | Shoulders | Killian Rd | Wilson Blvd | I-77 | | \$962,438 |
| 306 | SE | Bike Lanes | Ulmer Rd | Caughman Rd | Leesburg Rd | | \$1,132,978 |
| 307 | NW | Shoulders | Hollingshed Rd | Kennerly Rd (south) | Kennerly Rd (north) | | \$658,374 |
| 308 | NE | Shoulders | Bookman Rd | Kelly Mill Rd | Two Notch Rd | | \$1,276,387 |
| 309 | NW | Shoulders | Broad River Rd | I-26 (Exit 97) | Freshly Mill Rd | | \$0 |
| 310 | NW | Shoulders | Broad River Rd | Freshly Mill Rd | Newberry County Line | | \$3,685,334 |
| 311 | NE | Shoulders | Grover Wilson Rd/Hardscrabble Rd/Langford Rd | Lake Carolina Blvd | Fairfield County Line | | \$4,210,906 |
| 312 | BW | Shoulders | Beltline Blvd | Bluff Rd | Plowden Rd | | \$0 |
| 313 | BW | Bike Lanes, Restripe | Academy St/Beltline Blvd/River Dr/Sunset Dr | Lucius Rd | Dubard St | | \$236,079 |
| Sub-Total | | | | | | | \$131,385,801 |

| Medium Roadway Projects | | | | | | | |
|--------------------------------|----|--------------|-------|-------------------------|------------------|---------------|----------------|
| # | PA | Project Type | JD | Roadway | Begin | End | 2012 Cost Est. |
| 314 | NE | Widening | State | Wilson Blvd. | I-77 | Farrow Rd. | \$14,000,000 |
| 315 | NE | Widening | State | Spears Creek Church Rd. | Two Notch Rd. | Percival Rd. | \$27,900,000 |
| 316 | NE | Widening | State | Lee Rd. | Hardscrabble Rd. | Longtown Rd. | \$8,300,000 |
| 317 | BW | Widening | State | North Main St. | Monticello | Fairfield Rd. | \$6,400,000 |
| 318 | NE | Widening | State | Wilson Blvd. | Killian Rd. | Turkey Farm | \$26,800,000 |
| 319 | NW | Widening | State | Dutch Fork Rd. | Broad River Rd. | Rauch Meetze | \$29,300,000 |

Appendix C - page 21

| Medium Roadway Projects | | | | | | | |
|--------------------------------|----|---------------|-------|--|---------------------|---------------------|----------------------|
| # | PA | Project Type | JD | Roadway | Begin | End | 2012 Cost Est. |
| 320 | NE | Widening | State | Sparkleberry Ln. | North Lake Pt. | Mallet Hill/Clemson | \$8,700,000 |
| 321 | NE | Widening | State | Percival Rd. | Screaming Eagle | Alpine Rd. | \$37,200,000 |
| 322 | NW | Widening | State | Broad River Rd. | SC 60 | Western Ln. | \$15,000,000 |
| 323 | BW | Widening | State | Beltline Blvd | Hickory Rd. | Rosewood | \$5,700,000 |
| 324 | BW | Widening | State | Harden St. | Colonial Blvd. | Gervais St. | \$16,400,000 |
| 325 | BW | Widening | State | Olympia Ave. | Rosewood | Whaley St. | \$7,700,000 |
| 326 | BW | Widening | State | Farrow Rd. | I-20 | Parklane Rd. | \$13,000,000 |
| 327 | NE | Widening | State | Wilson Blvd. | Pisgah Church | Killian Rd. | \$25,100,000 |
| 328 | NW | Widening | State | Dutch Fork Rd. | Rauch Meetze | Wessinger Rd. | \$21,000,000 |
| 329 | NW | Widening | State | Columbiana Dr. | Columbia Ave. | Lake Murray Blvd. | \$2,800,000 |
| 330 | SE | Widening | State | Lower Richland Blvd. | Garners Ferry Rd. | Airbase Rd. | \$7,000,000 |
| 331 | NW | Widening | State | Piney Grove Rd. | Broad River Rd. | I-26 | \$8,800,000 |
| | | | | Sub-Total | | | \$281,100,000 |
| 332 | BW | Intersections | State | North Main St. and Sunset Blvd. | North Main St. | Sunset Blvd. | \$5,000,000 |
| 333 | SE | Intersections | State | Garners Ferry Rd. and at the Hot Spot | Garners Ferry Rd. | at the Hot Spot | \$600,000 |
| 334 | BW | Intersections | State | Zimalcrest and Burning Tree Dr. | Zimalcrest | Burning Tree Dr. | \$1,400,000 |
| 335 | NE | Intersections | State | Two Notch Rd. and I-77 SB Ramp | Two Notch Rd. | I-77 SB Ramp | \$900,000 |
| 336 | NE | Intersections | State | North Brickyard Rd. and Sloan Rd. | North Brickyard Rd. | Sloan Rd. | \$2,000,000 |
| 337 | NE | Intersections | State | Longtown Rd. and Clemson Rd. | Longtown Rd. | Clemson Rd. | \$900,000 |
| 338 | NE | Intersections | State | Farrow Rd. and Flintlake Business Park | Farrow Rd. | | \$2,700,000 |

Appendix C - page 22

| Medium Roadway Projects | | | | | | | |
|--------------------------------|--------|---------------|--------|--|-------------------|----------------|----------------|
| # | PA | Project Type | JD | Roadway | Begin | End | 2012 Cost Est. |
| 339 | NC | Intersections | State | Winnsboro Rd. and Blythewood Rd. | Winnsboro Rd. | Blythewood Rd. | \$2,600,000 |
| 340 | NC | Intersections | State | Winnsboro Rd. and Koon Store Rd. | Winnsboro Rd. | Koon Store Rd. | \$2,100,000 |
| 341 | NC | Intersections | State | Monticello Rd. and Heyward Brockington Rd. | Monticello Rd. | | \$2,100,000 |
| 342 | NC | Intersections | State | Wilson Blvd. and Koon Store Rd. | Wilson Blvd. | Koon Store Rd. | \$2,100,000 |
| 343 | SE | Intersections | State | Garners Ferry Rd. and Lower Richland Blvd. | Garners Ferry Rd. | | \$3,800,000 |
| 344 | SE | Intersections | State | Bluff Rd. and Bluff Industrial Rd. | Bluff Rd. | | \$2,000,000 |
| 345 | SE | Intersections | State | Greenlawn Rd. and Atlas Rd. | Greenlawn Rd. | Atlas Rd. | \$2,100,000 |
| 346 | SE | Intersections | State | Bluff Rd. and Simmons St. | Bluff Rd. | Simmons St. | \$2,000,000 |
| 347 | NC | Intersections | State | Blythewood Rd. and Fulmer Rd. | Blythewood Rd. | Fulmer Rd. | \$1,000,000 |
| | | | | Sub-Total | \$33,300,000 | | |
| 348 | BW | Special | State | Gateway Blvd. | na | Na | \$10,400,000 |
| 349 | NW | Special | State | New Connector | na | na | \$1,100,000 |
| | | | | Sub-Total | \$11,500,000 | | |
| 350 | NE | Interchange | Fed | I-20 / Clemson Rd. | I-20 | Clemson Rd. | \$27,600,000 |
| 351 | NW | Interchange | Fed | I-26 / Harbison Blvd. | I-26 | Harbison Blvd. | \$49,500,000 |
| | | | | Sub-Total | \$77,100,000 | | |
| 352 | County | Program | County | Local Road Resurfacing Program | na | na | \$28,360,800 |
| 353 | County | Program | County | Dirt Road Paving Program | na | na | \$18,907,200 |

Appendix C - page 23

| Medium Roadway Projects | | | | | | | |
|-------------------------|--------|--------------|--------|-----------------------------------|-------|-----|----------------|
| # | PA | Project Type | JD | Roadway | Begin | End | 2012 Cost Est. |
| 354 | County | Program | County | Institute Urban Growth Boundaries | na | na | \$0 |
| Sub-Total | | | | | | | \$47,268,800 |

| Long-Term Roadway Projects | | | | | | | |
|----------------------------|----|--------------|-------|-------------------|-------------------|-----------------|----------------|
| # | PA | Project Type | JD | Roadway | Begin | End | 2012 Cost Est. |
| 355 | BW | Widening | State | Sunset Blvd | Broad River Rd. | Elmhurst | \$5,000,000 |
| 356 | BW | Widening | State | Beltline Blvd | Shop Rd. | Plowden | \$5,000,000 |
| 357 | NC | Widening | State | Winnsboro Rd. | Blythewood Blvd. | Dubard Boyle | \$29,700,000 |
| 358 | NE | Widening | State | Longtown Rd. | Lee Rd. | Farrow Rd. | \$14,700,000 |
| 359 | NE | Widening | State | Killian Rd. | Wilson Blvd. | I-77 | \$17,100,000 |
| 360 | NE | Widening | State | Percival Rd. | Alpine Rd. | Forest Dr. | \$25,100,000 |
| 361 | NW | Widening | State | Piney Woods Rd. | Broad River Rd. | Piney Grove Rd. | \$16,200,000 |
| 362 | NW | Widening | State | Lost Creek Dr. | Broad River Rd. | Bob Dunn Rd. | \$9,800,000 |
| 363 | NW | Widening | State | Bickley Rd. | US 176 | Dutch Fork Rd. | \$7,600,000 |
| 364 | SE | Widening | State | Trotter | Garners Ferry Rd. | Leesburg Rd. | \$23,700,000 |
| 365 | SE | Widening | State | Hazlewood | Garners Ferry Rd. | Caughman | \$7,000,000 |
| 366 | SE | Widening | State | Ulmer | Caughman | Leesburg Rd. | \$10,800,000 |
| 367 | SE | Widening | State | Caughman/Fairmont | Leesburg Rd. | Trotter | \$16,700,000 |
| 368 | BW | Widening | State | Colonial Dr. | Harden St. | Bull St. | \$4,600,000 |
| 369 | NW | Widening | State | Kennerly | Hollingshed | Hollingshed | \$17,400,000 |
| 370 | NW | Widening | State | Hollingshed | Kennerly Rd. | Kennerly Rd. | \$17,200,000 |
| 371 | BW | Widening | State | Beltline Blvd | Bluff Rd. | Shop Rd. | \$7,000,000 |
| 372 | NE | Widening | State | Bookman Rd. | Kelly Mill | Two Notch Rd. | \$13,500,000 |
| 373 | BW | Widening | State | Sunset Blvd | Elmhurst | I-277/Sunset | \$6,400,000 |

Appendix C - page 24

| Long-Term Roadway Projects | | | | | | | |
|-----------------------------------|-----------|---------------------|-----------|--|-------------------|------------------------|-----------------------|
| # | PA | Project Type | JD | Roadway | Begin | End | 2012 Cost Est. |
| 374 | NE | Widening | State | Two Notch Rd. | Bookman Rd. | County Line/Kelly Mill | \$17,200,000 |
| 375 | BW | Widening | State | Beltline Blvd | Two Notch Rd. | Farrow Rd. | \$13,600,000 |
| 376 | NW | Widening | State | Broad River Rd. | Freshly Mill | I-26 | 15400000 |
| | | | | Sub-Total | | | \$300,700,000 |
| 377 | NE | Intersections | State | River Dr. and Sunset Blvd. | River Dr. | Sunset Blvd. | \$3,800,000 |
| 378 | BW | Intersections | State | River Dr. and Sunset Blvd. | River Dr. | Sunset Blvd. | \$4,800,000 |
| 379 | SE | Intersections | State | Garners Ferry Rd. and Hunting Creek Rd. | Garners Ferry Rd. | | \$600,000 |
| 380 | NE | Intersections | State | Farrow Rd. and Providence Plantation Subdivision | Farrow Rd. | | \$600,000 |
| 381 | NE | Intersections | State | Farrow Rd. and North Pines Rd. | Farrow Rd. | North Pines Rd. | \$600,000 |
| 382 | NE | Intersections | State | North Springs Rd. and North Trace/Fisher's Wood | North Springs Rd. | | \$1,000,000 |
| 383 | SE | Intersections | State | Leesburg Rd. and Patricia Dr. | Leesburg Rd. | Patricia Dr. | \$3,025,000 |
| | | | | Sub-Total | | | \$14,425,000 |
| 384 | NE | Special | State | Rimer Pond Rd.(Intersection Improvement) | na | na | \$4,800,000 |
| 385 | NE | Special | State | Lake Carolina Fix Traffic Circle Mess at Kelly Mill ES | na | na | \$7,500,000 |
| | | | | Sub-Total | | | \$12,300,000 |
| 386 | NC | Interchange | Fed | I-20 / North Main St.- Wilson Blvd. | I-20 | | \$26,700,000 |
| 387 | NC | Interchange | Fed | I-20 / Fairfield Rd. | I-20 | Fairfield Rd. | \$29,000,000 |

Appendix C - page 25

| Long-Term Roadway Projects | | | | | | | |
|-----------------------------------|-----------|---------------------|-----------|--------------------------------|--------------|------------|-----------------------|
| # | PA | Project Type | JD | Roadway | Begin | End | 2012 Cost Est. |
| | | | | Sub-Total | | | \$55,700,000 |
| 388 | County | Program | County | Local Road Resurfacing Program | na | na | \$35,545,536 |
| 389 | County | Program | County | Dirt Road Paving Program | na | na | \$18,907,200 |
| | | | | Sub-Total | | | \$54,452,736 |

Appendix D



VISION : 2020

Prepared by the staff of Central Midlands Regional Transit Authority as guided by the Visioning Committee of the CMRTA Board of Directors

CMRTA Visioning Committee

Derrick Huggins, Chair • Ronald Anderson, Vice-Chair
Jennifer Harding • Tiffany Johnson–Gunn • Dr. Caroline Whitson

Connecting People & Building a Future:

The Central Midlands RTA’s emphasis early implementation will be focused service enhancement supported by an emphasis on capital projects in order to maximize federal funds and provide the infrastructure to support growth.

The Focus

- New, innovative services that matches service with passenger and community needs— increased peak service on major corridors, park-and-ride commuter routes, feeder shuttle/routes in neighborhoods and flexible services
- Implementation of Compressed Natural Gas, to include on-site vehicle fueling station— reduce fuel costs, improve air quality and support American industry
- Fleet replacement and expansion with more diverse vehicles (smaller, more cost effective buses and park-and-ride vehicles)
- Aggressive technology expansion to build on existing automated vehicle location (AVL) to make transit information easier to access
- Amenities for passengers—shelters, benches & satellite transit hubs
- Analysis of real estate for park-and-ride property purchases for future services
- Value-added engineering for roadway and pedestrian projects to include transit elements

The Priorities

- Improved frequency along high-capacity transit corridors
- Park-and-ride to improve traffic congestion, air quality and access to jobs
- Flexible services in low-density areas to connect passengers to high-capacity corridors
- Expanded fixed routes as density, demand and funding require

Additional resources and support may be provided through partnerships with employers, universities, non-profit organizations and local governments wishing to create specific services to meet their own organizational needs.

Evolution of Transit Development:

Years 1-4: Major Activities

- Aggressive grant application to access federal funds
- Grow technical capacity in critical areas of grants, finance, planning, technology
- Prioritized rebuilding transit services discontinued during CMRTA's Balanced Budget Service Implementation Plan
- Create a comprehensive Downtown Intermodal facility (bus, taxi, bike/pedestrian) with mixed-use (i.e., police substation or retail).
- Neighborhood-friendly buses and amenities (benches/shelters) with satellite transit hubs at connection centers and park-and-ride locations
- Funding assumptions:
 - \$12.5M operating budget with a separate \$2-4M in available match funds annually to apply for and receive between \$8-\$20M in annual federal funds
 - Service will trend with available revenues and availability of federal funds to purchase capital equipment

Years 4-8: Major Activities

- Continued infrastructure expansion in support of high capacity corridors, park-and-ride and flexible services, especially buses, amenities and technology
- Critical emphasis on service expansion, especially park-and-ride, and increased frequencies during peak commuter hours
- Expanded marketing and planning functions to customize programs for employers, colleges/education and tourism
- Funding assumptions:
 - \$19M annually: Supports all operational programs while allowing CMRTA to apply for and receive up to \$10M in annual federal funds
 - In eras of reduced federal funds, match funds are aside for discretionary items, single-purpose expenses or a reserve for large-scale infrastructure
 - Service is expected to "peak" in years 7-9 and then plateau or grow based on revenues and ridership. This peak will include approximately 100 transit vehicles in peak service

- Daily peak service is expected and approximated:
 - Twenty-five (25) buses along eight (8) high-capacity corridors with 20/30/40/60 minute service—based on ridership demand.
 - Forty (45) vehicles in low-density zones (to connect high-capacity corridors)—including fixed route, flexible and DART services
 - Twenty (20) vehicles performing park-and-ride services
 - Ten (10) vehicles for local circulators or similar programs

Years 8-12: Major activities:

- Service refinement through continuous evaluation of performance and costs
- System innovation and developing new partnerships for service growth
- Capital grant match and reserve funds for capital replacement in outlying years
- Adjustment expenses to match revenue forecasts ensure services are performing adequately and sustainably with local, state, federal and customer revenues
- Funding assumption: A \$19M annual expense with a 3% increase per annum beyond year #8. Service expansion occurs when a pattern of revenues will fund an increase (i.e., passenger fares, tax revenues, outside funding partners).

Years: 13-25: Major activities:

- Maintaining and expanding the most successful and viable services
- Developing and building innovative services to compete against single-occupant vehicles while supporting regional “smart growth” initiatives and high-density, transit-based, residential/retail investment
- Maximize federal funds to maintain high federal investment in the region, to capture the attention and support of the Federal Transit Administration programs. This allows CMRTA to seize unique opportunities such as: experimental fuel types and equipment; Bus Rapid Transit start-ups (pre-cursor to rail corridors); property acquisition for rail corridors; or expanded park-and-ride garage facilities