

<p>AGENDA GPATS POLICY COORDINATING COMMITTEE September 16, 2013 Conference Room A - Greenville County Square 10:00 a.m.</p>

- | | | | |
|----------------|-----|---|---|
| | 1. | CALL TO ORDER / WELCOME AND INTRODUCTIONS | <i>Chairman
Councilman Butch Kirven</i> |
| action: | 2. | APPROVAL OF THE JUNE 24, 2013 MINUTES | Attachment 1 |
| | 3. | PUBLIC COMMENT | <i>Chairman
Councilman Butch Kirven</i> |
| action: | 4. | LONG-RANGE TRANSPORTATION PLAN
<ul style="list-style-type: none"> - Revised Completion Schedule and Update - November 18th Called Meeting | Attachment 2
<i>Keith Brockington, AICP
GPATS Transportation Manager</i> |
| action: | 5. | APPROVAL OF GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS "AR1"
<ul style="list-style-type: none"> - Adjustment of Fiscal Year Spending - Approval of Salters Rd Scope Change | Attachment 3
<i>Keith Brockington, AICP</i> |
| action: | 6. | ADOPTION OF THE GPATS PUBLIC PARTICIPATION PLAN | Attachment 4
<i>Tiffany Wedmore, AICP
GPATS Transportation Planner</i> |
| | 7. | SCDOT PROJECT STATUS UPDATE | Attachment 5
<i>Tommy Elrod, PE
SCDOT Project Manager</i> |
| | 8. | TAP APPLICATIONS UPDATE | Attachment 6
<i>Keith Brockington, AICP</i> |
| | 9. | GPATS 2014 POLICY COMMITTEE MEETING SCHEDULE | Attachment 7
<i>Chairman
Councilman Butch Kirven</i> |
| | 10. | OLD BUSINESS | |
| | 11. | NEW BUSINESS | |
| | 12. | ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
June 24, 2013
Conference Room D – County Square
10:00 a.m.

MEMBERS PRESENT: Chairman Kirven, Vice Chair Senator Martin, Representative Loftis, Representative Smith, Representative Burns, Representative Hamilton, Senator Allen, County Council Chair Taylor, Councilor Norris, Councilor Payne, Councilor Meadows, Mayor Danner, Mayor Long; Mayor Raines, Mayor Eichor, Mayor Bagwell, Mayor Sheriff, Mayor Durham, Mayor McCall, Mayor Owens, Mayor Cook, Pickens Council Chair Smith, Commissioner Adams, Commissioner Edwards, Trey Fouche, C. Tumblin and J. Owings

OTHERS PRESENT: L. Estep, K. Brockington, T. Wedmore, H. Hahn, B. Jordan, C. Bentley, D. Dyrhaug, D. Cooper, E. Dillon, F. Simons, G. Baney, H. Gamble, J. Gardner, J. Chasteen, J. Wortkoetter, M. Sullivan, P. Phillips, R. Hawes, T. Elrod, V. Holmes, B. West, S. Yudice, T. Houck, S. Robbins, J. Mustar, J. Allison, B. Wilson, R. Binnicker, and L. Cassidy

Chairman Kirven called the meeting to order at 10:04 a.m. He apologized for the cramped space and explained issues with Conference Room A forced the committee to meet in Conference Room D.

Mr. Kirven stated this was the first Policy Committee meeting since the reorganization and he welcomed the new members of the Committee. He requested each member introduce themselves, which they did.

APPROVAL OF THE JANUARY 28, 2013 MINUTES

MOTION: By Mayor Eichor, seconded by Councilor Meadows to approve the minutes of the March 18, 2013 regular meeting. The motion carried unanimously by voice vote.

PUBLIC COMMENT

There were no public comments.

ADOPTIONS OF THE FY 2014 UNIFIED PLANNING WORK PROGRAM

Tiffany Wedmore addressed the Committee members with the annual Unified Planning Work Program (UPWP) which identifies the transportation planning activities being carried out by GPATS with the use of FHWA Planning (PL) and FTA funds. She stated the UPWP provides updates on the GPATS public involvement process, program administration, systems management and coordination and transportation plans.

Ms. Wedmore stated for several years GPATS has allocated a portion of its PL carryover funds to municipalities and counties within the region to allow them to develop eligible plans and studies. GPATS is the only MPO in South Carolina that makes its unspent funds available to its cities and counties for the purpose of carry out planning studies.

She stated this year GPATS received more requests than were monies available. The GPATS Study Team, at its last meeting suggested funding all applicants at 50 percent of the requested amount, which would allow all applicants to received funding.

Ms. Wedmore stated a list of the studies were included in the agenda packet. She requested the Committee approve the FY2014 Unified Planning Work Program and in doing to approve PL carryover funds to be allocated to the local agencies as shown in the Financial Summary.

MOTION: By Pickens Council Chair Smith, seconded by Mayor Eichor to approve the FY2014 Unified Planning Work Program. The motion carried unanimously by voice vote.

ADOPTION OF THE FY2014 THROUGH FY2019 TRANSPORTATION IMPROVEMENT PROGRAM

Keith Brockington, Transportation Manager addressed the Committee with the final draft 2014-2019 Transportation Improvement Program (TIP). He explained the Financial Statement had been presented to the Committee at the March meeting and staff has made adjustments for the past two months. The Study Team endorsed the TIP and it has been advertised. Mr. Brockington stated in the packets are attachments which are the finalized Financial Statement and the full document of the TIP was available on the GPATS website. He stated staff was available for any questions and they were requesting approval of the program to allow GATS spending of projects to continue uninterrupted.

Mr. Brockington answered questions pertaining to the tables which were included in the agenda

MOTION: By Senator Martin, seconded by Councilor Norris to approve the FY2014 through FY2019 Transportation Improvement Program. The motion carried unanimously by voice vote.

LEGISLATIVE UPDATE

Commissioner Adams, Representative Smith, Senator Martin and Senator Allen briefed the Committee on items which were currently in the Legislature. There are three bills currently; one is dealing with 50 million dollars which would be transferred to the State Infrastructure Bank which would be used for a bond of 500 million dollars to be used

toward bridges and interstate expansions. Also there was a 50% move from car sales tax which would go towards non federal aid roads. Another bill is for 50 million dollars non recurring which would go to help bridges in the state.

GPATS 2013 CERTIFICATION RESULTS

Tiffany Wedmore addressed the Committee members regarding the joint certification review by the Federal Highway Administration and the Federal Transit Administration of the planning process for GPATS. She stated the purpose of the review was to highlight good practices, identify opportunities for improvement and to ensure compliance with regulatory requirements. Ms. Wedmore stated GPATS received a number of commendations, three corrective actions and several recommendations, which will be addressed by the end of the year. Staff will provide a full copy of the Certification Review Report upon request.

GPATS/SCDOT PROJECT UPDATES

Tommy Elrod with the SCDOT addressed the Committee members with an update on various projects within the GPATS area which was included in each member's packet. He stated he would be available after the meeting if anyone had any questions or concerns regarding the projects.

GPATS 2035 LONG RANGE TRANSPORTATION PLAN UPDATE SCHEDULE

Keith Brockington updated the Committee members on the Long Range Transportation Plan which will need to be adopted before the end of the calendar year. He stated staff had developed a list of projects which were approved last September by the Committee, but the update was not complete due to the on-going GPATS expansion efforts. Mr. Brockington presented a schedule which was included in the agenda packets for the completion of the plan. He stated the schedule was for information and staff would be on hand to answer any question.

OLD/NEW BUSINESS

Bates Bridge Road

Representative Burns requested information on a bridge located in Marietta, on Bates Bridge Road, which was deemed suitable for regular traffic, but not for emergency personnel back in 2000. Currently any emergency vehicles have to stop at the bridge or go an alternate route which is 3 and ½ miles around to reach an emergency situation. He stated in 2008 the Slater Marietta Fire Department was told the bridge was number 12 on a list of bridges for repairs. Representative Burns asked had the other 12 been yet repaired and requested a report on the bridge repairs. Representative Burns stated he had given documentation regarding this issue to staff.

Chairman Kirven requested staff contact the SCDOT and give Representative Burns and himself a status report within one week.

Hampton Avenue Bridge

Councilwoman Xanthene Norris requested cooperation from the Committee regarding the Hampton Avenue Bridge. She stressed the importance of providing the community with a way to stay connected.

Chairman Kirven stated there had been some discussions with the Rail Road and he assured Ms. Norris it was a work in progress.

Senator Allen requested staff prepare a status report in order to be able to determine an approach to proceed.

Chairman Kirven stated there had been various avenues pursued, including the possibility of obtaining grant monies, which was still an option. He stated staff would prepare a report on the status.

ADJOURNMENT

MOTION: By Commissioner Edwards to adjourn. Without objection the meeting was adjourned at 11:01 a.m.

Submitted by Recording Secretary



Greenville County Planning Department
301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 2

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: September 16, 2013

SUBJECT: Long-Range Transportation Plan Revised Schedule and Nov. 18th Meeting

GPATS Staff has been working diligently to update the 2035 Long-Range Transportation Plan. At the June Policy Committee meeting, it was stated that the Policy Committee would be asked to adopt the LRTP. For numerous reasons, the adoption must be delayed by several months:

Staff felt like the newer members of GPATS could benefit from a second meeting before asking them to adopt the LRTP, giving them more time with the material.

The Policy Committee would not have been presented with the additional projects being added to the LRTP before being asked to adopt them.

The GPATS Travel Demand Model is still being updated by Kimley-Horn and Associates.

Please find the following attachments of the current road project list (**Attachment 2.2**) and intersection project list (**Attachment 2.3**) approved by GPATS in September of 2012.

From our recent public meetings, we will be adding the projects in **Attachment 2.4** to our various lists as appropriate. These may be roads, intersections, alternatives, transit, and plans.

Over the next two months, GPATS Staff will be finalizing these lists and putting the final touches on the updated document and Travel Model. **The LRTP needs to be adopted before the end of the calendar year, and so Staff is requesting a called meeting of the GPATS Policy Coordinating Committee for Monday, November 18, 2013, at 10a.m.**

TABLE 1: GPATS HIGHWAY PROJECTS

				Scoring																	Cost			
County	Project Name	Termini	Project Scope	Score Existing Traffic	Score Future Traffic	Score V/C Improvement	Network Connectivity	System Continuity	Freight Benefits	Corridor Safety	Multimodal Safety	Access management	Compact Urban Centers	Non-Auto Transportation	Environmental Justice	Environmental Natural Features	Cultural Community Resources	Impact Homes or Businesses	Topography	Cost per Capacity-Mile	Score	Est. Cost per Mile (Mil)	Est. Project Cost (Mil)	
New	Greenville	Woodruff Road Parallel	Verdae to Miller	New 4-lane Divided Parkway	10	10	10	4	0	2	10	4	5	0	0	2	-1	1	-4	-2	-2	58		
	Greenville	Woodruff Road	Woodruff Industrial to Smith Hines	7 lane	10	10	8	2	2	4	14	4	0	0	3	1	0	0	-6	0	-1	51	\$8.0	11.4
New	Anderson	SC-153	US-123 to I-85	LTLs and functional Improvements	8	10	4	4	2	6	4	4	1	0	3	4	-2	2	-2	0	1	49		
	Anderson	SC 153	Three Bridges Road to I-85	6 lane divided	8	10	8	4	2	4	11	4	0	0	3	1	-3	0	-4	0	1	49	\$7.0	11.9
	Greenville	Park Woodruff Ext	Carolina Point to Miller Rd	New 2 lane Secondary	8	10	0	2	0	11	4	5	0	6	2	-1	0	-2	0	0	-2	43	\$4.5	2.7
	Pickens	Farrs Bridge Road	Groce Road to Hamburg Road	4 lane with median	6	10	8	2	2	4	7	4	0	0	3	1	-1	0	-4	-1	-2	43	\$6.0	21.0
	Greenville	Grove Road	White Horse Rd. (US 25) to Faris Rd.	3 lane and 5 lane	10	10	0	4	0	4	11	4	0	0	6	1	-2	0	-4	0	-2	42	\$4.5	4.1
	Pickens	SC 8	St Paul Rd to SC 135	3 lane	6	8	8	2	0	4	4	4	0	0	3	1	0	2	-2	0	1	41	\$4.5	12.6
New	Greenville	Howell Road	E. North to Edwards	3/5 Lanes	6	8	8	2	0	0	7	4	0	0	6	4	-1	1	-4	0	-1	40		
	Greenville	Verdae Point Drive	Verdae to Carolina Point	New 2 lane Secondary	6	10	0	2	0	7	4	4	0	6	7	-2	0	-2	0	-2	-2	39	\$10.6	9.5
	Greenville	Fairview Road	Harrison Bridge to SC 418	Improved 2 lane	6	10	2	2	2	0	11	4	0	0	6	1	-1	0	-2	0	-2	39	\$2.4	7.0
L RTP	Greenville	Miller Road	Woodruff Rd to Old Mill Rd	Improved 2 lane	6	8	2	2	2	0	4	4	0	4	6	4	-1	1	-2	0	-2	38	\$2.4	\$6.2
New	Greenville	Harrison Bridge Road	Fairview to Neely Ferry	5 Lanes	8	10	2	2	0	0	4	4	0	0	6	4	0	0	-2	0	-2	36		
	Greenville	Conestee Road	Mauldin Rd to Fork Shoals	3 lane	6	8	2	2	0	0	11	4	0	0	6	4	-4	2	-2	-1	-2	36	\$4.5	4.5
L RTP	Pickens	US 123	SC 93 to SC 8	6 lane with median	6	8	0	4	2	4	11	0	0	0	0	3	0	0	-4	0	1	35	\$0.5	\$1.0
	Greenville	Bennetts Bridge Road	Woodruff to Brockman McClimon	4 lane with median	3	10	8	2	0	0	7	4	0	0	3	1	-2	0	-2	0	1	35	\$6.0	18.0
L RTP	Greenville	Pelham St Ext	SC 14 to I-385 Frontage Road	New 2 lane Secondary	10	10	4	4	0	4	4	4	0	3	-2	0	-2	-2	0	-2	35	\$12.5	\$10.0	
New	Greenville	Beattie/College Corridor	Church to Academy	Road Diet and functional improvements	0	0	6	4	0	0	7	6	0	2	9	1	0	0	-2	0	1	34		
	Greenville	Bridges Road	Butler Road to Holland Road	4 lanes	6	8	8	2	2	0	0	4	0	0	6	1	0	0	-2	0	-1	34	\$6.0	4.2
New	Greenville	Bridges Road	I-385 to Holland	3 Lanes	8	8	4	2	0	0	0	4	0	0	6	4	0	0	-2	0	-1	33		
	Greenville	Boiling Springs Road	Pelham to Phillips	Improved 2 lane	8	8	2	2	0	0	7	4	0	0	3	1	0	1	-2	0	-2	32	\$2.4	2.4
	Greenville	SC 253	Reid School to State Park	5 lanes	6	10	8	2	0	0	4	4	0	0	3	1	-1	0	-4	0	-1	32	\$6.0	3.0
	Greenville	Woodruff Road	Bennetts Bridge (SC 296) to Lee Vaughn (SC 417)	Improved 2 lane	0	10	2	2	2	2	7	4	0	0	3	1	0	0	-4	0	2	31	\$1.0	2.6
	Greenville	Scuffletown Road	Woodruff to Jonesville	Improved 2 lane	10	10	8	2	0	0	4	4	0	0	3	1	-2	0	-4	0	-1	31	\$2.5	5.0
New	Greenville	Salters Road	Woodruff to Verdae	Realignment with Mall Connector	0	3	4	2	2	0	7	6	0	0	9	2	-1	1	-2	-1	-1	31		
L RTP	Pickens	Powdersville Road	SC 153 to US 123	Improved 2 lane	3	0	8	4	2	0	4	4	0	0	3	1	0	1	-2	0	-2	30	\$4.5	\$14.7
New	Greenville	University Ridge Extension	University Ridge to Pendleton	New 2/3-lane Road/Realignment	3	8	6	2	4	0	4	6	4	0	9	-6	0	-1	-6	-1	-2	30		
	Greenville	Pine Knoll/Waddell	Rutherford Rd to Wade Hampton Blvd	Improved 2 lane	8	10	2	2	2	0	11	0	0	0	0	0	-2	1	-2	0	-2	30	\$2.4	3.6
	Greenville	Rocky Creek Rd/Harrison Bridge	West Georgia to Fairview Rd	Improved 2 lane	8	10	2	2	0	0	7	4	0	0	3	1	-2	0	-4	0	-1	30	\$2.5	8.0
New	Greenville	Five Forks Rd	SC 14 to Woodruff	3 lanes	0	6	4	4	2	0	4	4	0	0	6	4	0	1	-4	0	-1	30		
L RTP	Greenville	Garlington Road	Woodruff Rd to Roper Mountain Rd	Multilane	3	8	6	4	2	0	0	4	4	0	6	1	-2	0	-4	0	-2	30	\$4.5	\$5.9
New	Greenville	SC-418	Greenpond to Durbin	Corridor Functional Improvements	0	10	0	4	0	4	0	4	0	2	6	4	-1	1	-4	0	-1	29		
	Anderson, Greenville	SC 86	SC 20 to SC 81	Improved 2 lane	8	6	0	4	0	4	7	4	0	0	3	1	-4	0	-2	0	-2	29	\$2.4	12.1
	Pickens	Farrs Bridge Road	Hamburg Road to SC 135	Improved 2 lane	3	8	0	2	2	4	7	4	0	0	3	1	-1	0	-2	0	-2	29	\$2.4	9.6
	Anderson, Greenville	Anderson Road	Near US 25 to SC 153	4 lane with median	6	8	8	4	2	0	0	4	0	0	3	1	-2	0	-4	0	-1	29	\$6.0	11.4
New	Greenville	Edwards Road	Pleasantburg to Howell	3 Lanes	6	6	8	2	0	0	0	4	0	0	6	1	-1	2	-4	0	-1	29		
L RTP	Greenville	Hudson Road	Pelham Rd to Devenger Rd	3 lane	6	8	0	2	2	0	7	4	0	0	3	1	0	1	-4	0	-2	28	\$4.5	\$5.4
	Greenville	East Georgia	Hunter Rd to Lee Vaughn Rd	4 lane with median	0	10	8	2	0	0	0	4	0	0	6	1	0	0	-2	0	-1	28	\$6.0	6.0
L RTP	Pickens	Saluda Dam/Olive	SC 8 to Prince Perry	3 lane	0	3	4	2	2	2	0	4	4	0	6	1	-1	0	-2	0	-2	27	\$4.5	\$17.6
	Greenville	Bridges Road	Butler Road to I-385	4 lane	3	6	6	4	2	0	0	4	0	0	6	1	0	0	-4	0	-1	27	\$7.0	2.8
New	Greenville	E. Butler Road	Verdin to Woodruff	3 Lanes	0	3	2	2	0	4	7	4	0	0	6	4	-1	0	-4	0	-1	26		
New	Greenville	W. Georgia Road	Neely Ferry to E. Standing Springs	5 Lanes	0	6	8	2	0	0	0	4	0	0	6	4	-1	1	-2	0	-2	26		
	Greenville	Fairview Street	N. Nelson to SC 14	3 lane	0	6	6	2	0	4	0	4	0	0	3	4	-1	2	-2	0	-2	26	\$3.9	5.5
	Greenville	Fork Shoals Road	Ashmore Bridge to US 25	3 lane/5 lane	6	8	2	2	0	0	4	4	0	0	6	1	-2	0	-4	0	-1	26	\$5.0	14.5
	Greenville	Ashmore Bridge Rd	Butler Road to Fork Shoals	Improved 2 lane	10	10	0	2	0	0	4	4	0	2	3	1	-2	0	-4	0	-1	25	\$2.5	9.0
New	Greenville	E. Butler Road	City Hall to Murray	4/5 Lanes	6	3	0	2	2	4	0	0	0	5	6	2	-1	0	-4	0	-1	24		
New	Greenville	Holly Ridge Road	Ridge to West Butler	New 2/3-lane Road	3	6	6	2	0	0	0	4	4	0	6	1	0	0	-6	0	-2	24		
	Greenville	West Georgia	College St to I-385 frontage	2 lane, b/l and s/w	0	10	2	2	2	0	0	4	0	2	6	1	-1	0	-4	0	-1	23	\$4.0	3.2
	Greenville	Ben Hamby Ext	Pelham to Batesville	New 4 lane Parkway	3	8	6	2	2	0	0	4	4	0	3	-2	0	-2	-2	-1	-2	23	\$4.5	2.7
L RTP	Greenville	Forrester Drive	Bi-Lo Drive to Millenium Parkway	4 lane with median	0	3	4	2	0	0	0	4	0	0	6	4	-1	0	-2	0	2	22	\$2.0	\$2.6
New	Greenville	W. Georgia Road	Maple to Kemet	3 Lanes	3	10	2	0	2	0	0	4	0	0	6	1	-1	0	-4	0	-1	22		
New	Greenville	SC-418	I-385 to Fork Shoals	3/5 Lanes	0	8	2	2	0	4	0	4	0	0	6	1	0	0	-4	0	-1	22		
	Greenville	Batesville Road	Roper Mountain to Woodruff	3 lane	0	6	0	2	4	0	7	4	0	0	3	1	0	0	-4	0	-1	22	\$4.5	8.6
	Greenville	SC 290	SC 101 to SC 253	Widen to 3 lanes	0	8	0	2	0	0	7	4	0	0	6	1	-1	0	-4	0	-1	22	\$4.0	24.4
	Greenville	Fork Shoals Road	West Georgia to Ashmore Bridge	3 lane	3	8	2	2	0	0	0	4	0	0	6	1	0	1	-4	0	-1	22	\$4.0	15.6
	Greenville	Roper Mountain Road	Feaster Rd to SC 14	Improved 2 lane	0	3	2	2	2	0	7	4	0	0	6	1	-1	0	-4	0	-1	21	\$2.4	2.2
New	Greenville	Miller Road	Corn to Shadecrest/Shadecrest to US-276	Widen to 3 lanes, New 3 lane road	0	0	0	2	0	0	7	4	4	2	6	2	-1	0	-4	0	-1	21		
New	Greenville	SE Main Street	Richardson to Fairview	5 Lanes	0	3	2	2	2	4	0	4	0	2	6	1	0	0	-4	0	-1	21		
	Pickens	Brushy Creek Road	US 123 to Laurel Drive	3 lane	8	8	6	2	0	0	0	0	0	0	0	0	0	0	-2	0	-2	20	\$4.5	2.7
	Greenville	SC 253	Lynn Rd to Jackson Grove Rd	5 lanes	0	6	8	2	0	0	0	4	0	0	6	1	-2	0	-4	0	-1	20	\$6.0	1.2
L RTP	Greenville	East Washington St Ext	US 276 to Lowndes Hill Rd	New 2 lane Secondary	0	3	0	2	0	0	11	4	0	2	3	-1	0	-2	-2	0	-2	18	\$4.5	\$4.7

Table 2: GPATS Intersection Projects

Project Name	Area	County	Score	Crash Category	Major Route ADT	Minor Route ADT	Facility Type ADT	Development Type Improved	Angle of Intersection	Offset Intersection	Fatalities	5-Point Intersection	Limited Sight Distance	Signalized with No Left
Farrs Bridge (SC 183)/Hunts Bridge/Sulphur Springs	West Greenville	Greenville	19	3	3	3	3	3	2	0	0	1	1	0
Augusta Rd. and Old Augusta Rd.	Greenville	Greenville	19	3	3	3	3	2	3	1	1	0	0	0
SC 8 and St. Paul Rd./Three and Twenty Rd.	Powdersville	Anderson	17	2	3	2	3	2	2	1	0	1	1	0
Brushy Creek and Crestview	Easley	Pickens	16	1	3	3	3	3	3	0	0	0	0	0
Farrs Bridge (SC 183) and Hamburg	Pickens	Pickens	16	3	3	3	3	1	2	1	0	0	0	0
Butler and US-276	Mauldin	Greenville	16	3	3	3	3	3	1	0	0	0	0	0
Intersection of Main and Curtis (LTLs)	Simpsonville	Greenville	16	2	3	3	3	3	1	0	0	0	0	1
Main St. (Pickens) and Ann/Pendleton (realignment)	Pickens	Pickens	16	1	3	3	3	3	1	1	0	0	1	0
Blue Ridge (SC 253) and N Franklin	Greenville	Greenville	16	3	3	3	2	2	1	0	0	1	1	0
Blue Ridge (SC 253) and Perry	Greenville	Greenville	15	3	3	1	2	3	3	0	0	0	0	0
Wade Hampton (US 29) and Gap Creek Rd	Greer	Spartanburg	15	2	3	2	3	2	2	0	0	0	0	1
US-29 @ St. Marks Rd. (LRLs)	Greenville Co.	Greenville	15	3	3	3	1	2	1	0	1	0	0	1
Miller and Hamby (alt. Hamby and Smith Hines)	Mauldin	Greenville	15	2	3	3	2	2	2	0	0	0	1	0
Intersection of Main and College (LTLs)	Simpsonville	Greenville	15	3	3	1	3	3	1	0	0	0	0	1
Sandy Flat (SC 253) and Jackson Grove	Greer	Greenville	15	1	3	3	2	2	3	0	0	0	1	0
State Park (SC 253) and Altamont	Travelers Rest	Greenville	15	2	3	3	2	2	2	0	0	0	1	0
Main Street (SC 93) and Pendleton St.	Easley	Pickens	15	2	3	3	2	3	1	0	0	0	1	0
Wade Hampton and SC 101	Greer	Greenville	14	1	3	3	3	3	1	0	0	0	0	0
Locust Hill (SC 290) and N Rutherford	Greer	Greenville	14	2	3	2	3	2	2	0	0	0	0	0
Moorefield Memorial (US 178) and Rices Creek	Liberty	Pickens	14	2	3	2	3	2	1	0	0	0	0	1
W. Butler and Ashmore Br.	Mauldin	Greenville	14	2	3	3	2	3	1	0	0	0	0	0
US-123 @ Dogwood/Pilgrim (signal and turn lanes)	Easley	Pickens	14	1	3	2	3	3	1	1	0	0	0	0
Ashmore Bridge and Fowler Circle	Mauldin	Greenville	14	2	2	2	2	2	3	0	0	0	1	0
Main Street (SC 14) and Howard Dr.	Fountain Inn	Greenville	14	2	3	1	3	3	1	1	0	0	0	0
Tigerville and Jackson Grove	Travelers Rest	Greenville	14	2	2	2	2	1	3	1	0	0	1	0
SC 20 and Main Street (SC 86)	Piedmont	Greenville	14	2	3	2	3	2	1	0	0	0	0	1
SC 14 and Taylor	Greer	Greenville	13	1	3	2	3	2	2	0	0	0	0	0
Moorefield Memorial (US 178) and Mauldin Lake	Pickens	Pickens	13	1	3	1	3	1	2	1	0	0	0	1
Main (Liberty) and Summit	Liberty	Pickens	13	2	2	2	2	3	2	0	0	0	0	0
Saluda Dam and Prince Perry	Easley	Pickens	13	2	3	2	2	2	1	0	0	0	0	1
Butler and Murray	Mauldin	Greenville	13	2	3	1	2	3	1	0	0	1	0	0
Liberty St (SC 93) and Ross Rd.	Easley	Pickens	13	1	3	3	2	2	3	0	0	1	0	0
Three Bridges and Old Powdersville Main	Anderson Co.	Anderson	13	1	3	1	2	2	3	0	0	0	1	0
Old Stage and Old Laurens	Mauldin	Greenville	13	2	3	1	3	2	2	0	0	0	0	0
Farrs Bridge (SC 183)and Dacusville Highway	Pickens	Pickens	13	2	3	2	3	1	1	0	0	0	0	1
Reid School and Edwards Mill	Eastside	Greenville	12	1	2	1	1	2	3	1	0	0	1	0
Main St. (Greer) and Brushy Creek	Greer	Greenville	12	1	2	2	3	3	1	0	0	0	0	0
Lee Vaughn (SC 417) and Scuffletown	Enoree	Greenville	12	1	2	2	2	2	3	0	0	0	0	0
Buncombe and Brushy Creek	Greer	Greenville	12	1	3	3	2	2	1	0	0	0	0	0
SC-183 @ Old Farrs Br. Rd. (LTL @ lane reduction)	Greenville Co.	Greenville	12	3	3	1	3	1	1	0	0	0	0	0
Miller and Oak Foreste	Mauldin	Greenville	12	1	3	1	2	2	3	0	0	0	0	0
Intersection of Jonesville and Stokes (realignment)	Simpsonville	Greenville	12	2	2	1	1	2	3	0	0	0	1	0
SC 14 and Loma St.	Simpsonville	Greenville	11	1	2	0	3	3	1	1	0	0	0	0
SC 418 and Fork Shoals	Southside	Greenville	11	2	2	1	3	1	1	0	0	0	0	1
SC 8 and Garrison	Piedmont	Greenville	11	2	2	1	3	1	2	0	0	0	0	0
State Park and E Mountain Creek	Greenville	Greenville	11	1	3	1	2	2	1	1	0	0	0	0
Moorefield Memorial (US 178) and LEC Rd	Pickens	Pickens	11	1	2	2	3	1	1	0	0	0	0	1
Moorefield Memorial (US 178) and Belle Shoals	Pickens	Pickens	11	1	2	2	3	1	1	0	0	0	0	1
Bethel and Bridges	Golden Strip	Greenville	11	2	2	2	2	2	1	0	0	0	0	0
SC 101 at Pennington Rd	Greenville Co.	Greenville	11	2	2	1	3	1	1	0	0	1	0	0
Edwards Rd at Botany Rd (signalization)	Greenville Co.	Greenville	11	1	3	1	2	2	1	0	0	0	1	0
SC86 and Wigginton Rd.	Anderson Co.	Anderson	11	1	3	1	3	1	1	0	0	0	1	0
Miller and Old Mill	Mauldin	Greenville	11	1	2	2	2	2	2	0	0	0	0	0
New Easley Highway (US 123) at Rison Road	West Greenville	Greenville	10	1	3	1	3	1	1	0	0	0	0	0
Bethel and Tanner	Golden Strip	Greenville	10	2	2	1	2	2	1	0	0	0	0	0
Miller and Burning Bush	Mauldin	Greenville	10	1	3	1	2	2	1	0	0	0	0	0
Intersection of W. Georgia and Neely Ferry (RTLs)	Simpsonville	Greenville	10	2	2	2	2	1	1	0	0	0	0	0
5th St. and 2nd St.	Easley	Pickens	9	1	2	0	1	2	1	1	0	0	0	1
Intersection of N. Maple and W. Georgia (LTLs)	Simpsonville	Greenville	9	1	1	1	2	3	1	0	0	0	0	0

Additional LRTP requested projects, July 2013

LOCATION	TYPE OF IMPROVEMENT	COUNTY
Bridge at US 29/Cherokee	Improve clearance	Anderson
Intersection: Highway 8 and Courtney	Signalize; general improvements	Anderson
Palmetto Road/Highway 8	Realign; signalize	Anderson
W. Main St., Williamston	Restripe, add two-way turn lane	Anderson
Highway 29 from I-85 to end of GPATS boundary	Widen	Anderson
SC 8, 123 to Pelzer	General improvements	Pickens/Anderson
Issaqueena Trail, SC 93 to Pendleton Rd	Widen	Pickens
Issaqueena Trail, US 123 ramps	Signalize	Pickens
SC 133, US 123 to Madden Bridge Rd	Widen	Pickens
Berkeley Drive	Widen; general improvements	Pickens
Old Central Road, SC 93 to Elm St	Widen, add sidewalks and bike lanes	Pickens
Pendleton Road, SC 76 to Canterbury Road	Widen	Pickens
Issaqueena Trl and Pendleton Rd	Signalize	Pickens
Cambridge Dr and Issaqueena Trl	Realign intersection; signalize	Pickens
Issaqueena Trl and Central Rd	Intersection improvements	Pickens
Hwy 76, Pendleton Rd to Old Stone Church Rd	Widen; general improvements	Pickens
US 123 through Clemson	Widen and/or improve access management	Pickens



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 3.1

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: September 16, 2013

SUBJECT: Transportation Improvement Program Amendments (AR1)

Please find the attached DRAFT Transportation Improvement Program Financial Statement (**Attachment 3.2**), with proposed changes highlighted in blue. As projects advance, costs may change, scopes of projects may need altering, and funding may require moving to later fiscal years. SCDOT has identified changes that need to be made to the TIP, requiring an Amendment.

The list of changes to be amended into the GPATS TIP are summarized as follows. The Study Team has recommended approval of these changes.

- Farris Bridge @ Jameson Rd – ROW shifted from 2014 to 2015
- North Buncombe Rd Widening – Construction shifted from 2013 to 2014
- Salters Road Widening – \$1 million shifted in 2014 from Construction to ROW
- Woodruff Road @ I-85 and Garlington/Miller – Construction shifted from 2013 to 2014
- Locust Hill @ Mountain View – Construction shifted from 2014 to 2015
- I-85 @ I-385 – Construction shifted from 2013/14/15 to 2014/15/16
- TAP Program – No change in funding, table reorganized to reflect accurate rankings and funding mechanism.

Vote #1 – Approval of the above changes will amend the Transportation Improvement Program accordingly.

In addition, there is a proposed scope change to the Salters Road Widening project, amounting in an increase in funding of \$600,000 in FY 2016. The change addresses aesthetic improvements desired for the I-85 bridge, as shown in **Attachment 3.3**. The City of Greenville will present this change to the committee.

Vote #2 – Approval of the above scope change will amend the TIP to include the Salters Road Brides Aesthetics.

Approved TIP changes will be submitted to SCDOT for STIP inclusion.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2014-2019 FINANCIAL STATEMENT

DRAFT - Amendment/Revision #1 - DRAFT

Approved -- 06 / 24 / 2013

(COST IN THOUSANDS)

	TIP							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)
GUIDESHARE ALLOCATION	\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$89,010
DEBT SERVICE	(\$3,802)	(\$3,754)	(\$3,706)	(\$3,660)	(\$3,605)	(\$3,553)	(\$3,500)	(\$21,778)
20% GUIDESHARE RESURFACING	(\$2,207)	(\$2,216)	(\$2,226)	(\$2,235)	(\$2,246)	(\$2,256)	(\$2,267)	(\$13,446)
SCDOT SIGNAL RETIMING		(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)
ALLOCATION AVAILABLE FOR PROJECTS	\$8,826	\$8,715	\$8,753	\$8,790	\$8,834	\$8,876	\$8,918	\$52,886
CARRYOVER AVAILABLE FROM PREVIOUS FY	\$27,938	\$31,985	\$23,500	\$18,043	\$4,533	\$617	\$3,993	
GUIDESHARE SUBTOTALS	(\$4,779)	(\$17,200)	(\$14,210)	(\$22,300)	(\$12,750)	(\$5,500)	(\$2,000)	(\$73,960)
BALANCE	31,985	23,500	18,043	4,533	617	3,993	10,911	10,911

Highlighted Allocations awaiting SCDOT funding update - August 2013

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE
 * - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY
 ** - ENVIRONMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium)
 *** - Projects to be merged with I-85 @ I-385 Design/Build
 **** - Projects may be combined for cost saving, if possible.

FY14-19 GUIDESHARE SUMMARY		
REVENUES	ALLOCATION	\$89,010
	CARRYOVER	\$31,985
EXPENDITURES	PROJECTS	(\$73,960)
	DEBT	(\$21,778)
	OTHER	(\$14,346)
BALANCE		\$10,911

Amounts shown in Italics are Non-Guideshare funds

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	TIP							TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING	
				FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019				
		DEBT SERVICE	\$ 41,574	\$3,802	\$3,754	\$3,706	\$3,660	\$3,605	\$3,553	\$3,500	\$21,778	\$5,326	STP	
Completed Projects														
37447RD02	24	SC 153 WIDENING FROM NEAR COOPER RD TOWARD I-85	315										Complete	STP
38114RD01		BRUSHY CREEK AND PEARSON	1,532 465										Complete	STP <i>Pickens County CTC</i>
Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates														
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS ALEX RD	1,548								\$4,260			STP
37728RD02		JIM HUNT RD	43				2,000 C							
37728RD03		JAMESON RD				260 R		2,000 C						
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,250 P		1,500 R			1,250 C	5,250 C		\$8,000			STP <i>Safety</i>
39309RD01	30	SC 153 EXTENSION - PHASE 1 US 123 TO PRINCE PERRY ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	1,600 P	700 P	1,700 R		4,000 C	8,600 C			\$14,300			STP
39309RD02	27	SC 153 EXTENSION - PHASE 2 PRINCE PERRY ROAD TO SALUDA DAM ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)			1,000 P						\$6,600			STP
37685RD01	1	NORTH BUNCOMBE RD (SC 101/SC 290) FROM WADE HAMPTON (US 29) TO LOCUST HILL (SC 290) (FIVE LANES WITH BIKE LANES)	700 P 600 R			3,000 C					\$3,000			STP
39283RD01	2	ROPER MOUNTAIN ROAD (S-548) GARLINGTON ROAD TO FEASTER ROAD (THREE LANES WITH BIKE LANES AND SIDEWALKS)	400 P	629 R	1,500 C	2,000 C					\$3,500			STP
38119RD01	10	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN WIDE OUTSIDE LANES AND SIDEWALKS)	400 P 339 R	2,500 C									Fully Obligated	STP
38112RD01	9/12	SALTERS ROAD - PHASE 1 & 2 VERDAE BLVD. TO MILLENNIUM BLVD. (FOUR LANES WITH MEDIAN, BRIDGE AESTHETICS BIKE LANES AND SIDEWALKS)	1,600 P		1,200 R 3,500 C 720 C	4,000 C	2,600 C				\$11,300			STP <i>Gvl Match</i>
39660RD01	5	WOODRUFF ROAD WIDENING SCUFFLETOWN RD TO BENNETTS BRIDGE WIDEN TO 5 LANES W/ WIDE OUTSIDE LANE AND SIDEWALKS	400 P		1,500 R		2,000 C				\$3,500			STP
TBD	14	US 123 WIDENING/ACCESS MANAGEMENT SC 135 TO SC 93 WIDEN TO 6 LANES W/ RAISED MEDIAN & TURN LANES @ INTERSECTIONS				100 P					\$100			STP
41443RD01	3	SC 14 FIVE FORKS ROAD TO BETHEL ROAD (FIVE LANES, BIKE LANES, SIDEWALK, AND FUTURE GREENWAY ACCESS)	250 P	250 P		500 R	2,000 C				\$2,500			STP
42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	800 P	600 R	600 R	2,500 C	2,500 C		\$7,000			STP
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	400 P	750 R	750 R	3,000 C	3,000 C		\$7,900			STP
TBD	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)								1,000 P	\$1,000		\$16,500	STP
TBD	11	BATESVILLE ROAD (S-164) PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)								1,000 P	\$1,000		\$11,500	STP
Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates														
37687RD01		SC 101 AND FEWS CHAPEL	2,137										Fully Obligated	STP
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	310 P	Resurfacing										STP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	310 P	Resurfacing										STP
38113RD01		LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)	310 P	Resurfacing	Resurfacing									STP
39303RD01		US 178 AND SC 93	400 P 134 R	Resurfacing	Resurfacing									STP
37727RD01		FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	470 P 837 R 3,084 C	Resurfacing									Fully Obligated	STP
39301RD01		BRUSHY CREEK AND STRANGE	250 P	Resurfacing	Resurfacing									STP
39542RD01		ANN ST (US 178) AND JONES ST	250 P		Resurfacing	Resurfacing								STP <i>Pickens County CTC</i>
Traffic Signal Retiming Corridors														
		Woodruff Road, Greenville/Greenville County			185									STP
		US 123, Easley				100								STP
		Pelham Road, Greenville					85							STP
		Woodruff Road (Scuffletown), Greenville					55							STP
		US 276 (Cherrydale), Greenville/Greenville County						80						STP
		SC 93, Clemson						50						STP
		US 276-West Butler Road, Mauldin						55						STP
		Fairview Road, Simpsonville							90					STP
		East Butler Road, Mauldin							70					STP
		Signal Retiming Allocation			150	150	150	150	150	150	\$900			
		Signal Retiming Balance			(35)	15	25	(10)	(20)	130	130			UNDER BUDGET
GUIDESHARE SUBTOTALS			\$ 20,269	\$ 4,779	\$ 17,200	\$ 14,210	\$ 22,300	\$ 12,750	\$ 5,500	\$ 2,000	\$73,960	\$28,000		

GPATS FINANCIAL STATEMENT (CONT)

PIN #	GUIDESHARE RESURFACING/INTERSECTIONS	FY 2012	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***			1,850 C								STP
	WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***			2,500 C								STP
	LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)		500 R		2,000 C							STP
	US 178 AND SC 93		336 R	1,800 C								STP
	FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES		(314) C									STP
	BRUSHY CREEK AND STRANGE		450 R	1,800 C								STP
	ANN ST (US 178) AND JONES ST			350 R	1,800 C	1,418 C						STP Pickens County CTC
	RESURFACING/INTERSECTIONS SUBTOTAL		972	8,300	3,800	0	0	0	0			
	GUIDESHARE REQUIREMENT (20%)		(2,207)	(2,216)	(2,226)	(2,235)	(2,246)	(2,256)	(2,267)	(13,446)		
	YEARLY BALANCE		(1,235)	6,084	1,574	(2,235)	(2,246)	(2,256)	(2,267)	(2,581)	UNDER REQ	
	3-YEAR BALANCE		(1,235)	4,849	6,423	5,423	(2,907)	(6,737)	(6,789)			
	OVERALL BALANCE		(1,235)	4,849	6,423	4,188	1,942	(314)	(2,581)			
	ADJUSTED 3-YEAR BALANCE		(1,235)	4,849	6,423	5,423	1,942	(314)	(2,581)			

Non-Guideshare Projects

PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	FOUNTAIN INN - MAIN STREET REVITALIZATION AND TRANSPORTATION IMPROVEMENT - 2,033 LOCAL MATCH		30 P 2,970 C									FEDERAL MATCH PROGRAM
707	WHITE HORSE RD - US 25 (BROADWAY BLVD (S-1047) TO NORTH OF S-506)	30,000								Complete		APPALACHIAN DEV.
	US 123 & PRINCE PERRY ROAD BRIDGE IMPROVEMENTS	5,382								Complete		ARRA
	FAIRFOREST WAY WIDENING	3,118								Complete		ARRA
	US 29 - CHURCH STREET IMPROVEMENTS	12,000								Complete		ARRA REPLACEMENT
37447	SC 153 WIDENING FROM NEAR COOPER ROAD TOWARD I-85 FOR 0.25 MILE	891								Complete		ARRA/EARMARK
	CU-ICAR AND FAIRFOREST WAY	1,623		2,750								EARMARK
	WEST GEORGIA WIDENING FROM NEELY FERRY TO FORK SHOALS	1,400										EARMARK FED LIMIT 3,072
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998								Fully Obligated		EARMARK FED LIMIT 1,000
	S-23-272 WEST GA ROAD	4.71 MILES RECON	2,150									RECON & REHAB
	S-23-447 BOILING SPRINGS ROAD	2.74 MILES RECON	881									RECON & REHAB
	US-25 WHITE HORSE ROAD	1.97 MILES REHAB	1,242									RECON & REHAB
	S-23-453 HARRISON BR ROAD	1.47 MILES RECON	598									RECON & REHAB
	S-23-166 WEST LEE ROAD	1.38 MILES REHAB	381									RECON & REHAB
	SC-418	1.84 MILES REHAB	753									RECON & REHAB
	S-23-348 EAST LEE ROAD	1.54 MILES RECON	569									RECON & REHAB
	S-39-23 REECE MILL ROAD	4.87 MILES RECON	577									RECON & REHAB
	S-39-137 NORRIS HWY	1.58 MILES REHAB	1,820									RECON & REHAB
37569	WOODRUFF (SC 146) AND BENNETTS BRIDGE (SC 296) INTERSECTION	625								Complete		SAFETY
	SC 101 @ S-23-135 INTERSECTION			TBD								SAFETY
	SC 146 @ SC 417 INTERSECTION			TBD								SAFETY
	S-23-50 @ S-23-1912 INTERSECTION			TBD								SAFETY
	SC 101 @ S-23-546 INTERSECTION			TBD								SAFETY
	SC 290 @ S-23-171 INTERSECTION			TBD								SAFETY
	SC-291 @ S-23-7 INTERSECTION			TBD								SAFETY
38110	I-85 (WIDEN TO 8 LANES FROM US 25 TO SC 129) *	5,000 P								Complete		NHS/IM
	I-85 (WIDEN TO 6 LANES FROM NORTH OF S-272 TO I-85)	80,600								Fully Obligated		NHS/IM
38111	I-85 @ I-385 (EXIT 51)	5,000 P	2,000 P									NHS/IM
	EXEMPT SUBTOTAL	\$237,237	\$15,971	\$47,081	\$125,669	\$70,000				\$240,000	\$242,750	

Transit Projects

PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2011	FY 2012	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
					FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	GREENVILLE TRANSIT AUTHORITY (CA)	2124	2,137	2,771									FTA SECTION 5307 & 5340
	Capital		855	1,508									
	Operating	N/A	N/A	21									
	Enhancements	21	21	27									
	ADA	212	214	277									
	Planning Administration	292											
	Preventative Maintenance	1598	1,048	958									
	GREENVILLE TRANSIT AUTHORITY (PL)		77	79									FTA SECTION 5303
	CITY OF MAULDIN AND CITY OF SIMPSONVILLE (CA)		908	459									FTA SECTION 5307
	CITY OF MAULDIN AND CITY OF SIMPSONVILLE (PL)		24	24									FTA SECTION 5303
	JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM		637	612									FTA SECTION 5316/5317
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)			321									FTA SECTION 5310
	GREENVILLE - ALTERNATIVES ANALYSIS PROGRAM (PL)			274									FTA SECTION 5339
	FTA SUBTOTAL	2,124	3,783	4,541									

Transportation Alternatives Program Projects

PIN #	TA Program		Project Cost	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
	Priority	Jurisdiction/Projects			FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	1	Anderson County SC 81 Sidewalks	240	240									TAP 20% Local Match
	2	City of Clemson/Pickens CTC Berkely Drive Shared Use Path	800	800									TAP 20% Local Match
	3	City of Simpsonville Simpsonville Swamp Rabbit Trail	280	280									TAP 20% Local Match
	4	Anderson School District Ragsdale Road Sidewalks	200	200									TAP 20% Local Match
	5	City of Easley Brushy Creek Greenway Phase 1&2	534	534									TAP 20% Local Match
	6	City of Mauldin Fowler Circle Multi-Use Path	260	260									TAP 20% Local Match
	7	Greenville County Poinsett Corridor Pedestrian and Landscaping	795	795									TAP 20% Local Match
		TAP OBLIGATION		(3,109)	0	0	0	0	0	0			
		ANNUAL TAP ALLOCATION		622	622	622	622	622	622	622	3,731		
		FUNDING ADVANCEMENT		2,487									
		ADVANCEMENT REPAYMENT			622 (13)	622 (13)	622 (13)	622 (13)	622 (13)	622 (13)			
		BALANCE		0	0	0	0	0	622	622			
		TAP TOTAL		3109	0	0	0	0	0	0			
		FY 2014-2019 TIP GRAND TOTAL		\$26,956	\$76,335	\$147,385	\$95,960	\$16,355	\$9,053	\$5,500	\$350,588	\$33,326	

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION
 * - FEDERAL AMOUNT SHOWN IS THE MAXIMUM AMOUNT IN SAFETEA-LU THAT MAYBE DISTRIBUTED OVER 5 YEARS (FY 2005-2009). ACTUAL FUNDING CURRENTLY AVAILABLE RESULTING FROM FY 2005 AND 2006 ANNUAL APPROPRIATION ACTS.
 ** - INCLUDES FY 2005 AND FY 2006 SPENDING LIMITATIONS

Proposed Improvements



**S-326 (OLD SULPHUR SPRINGS ROAD) OVER I-85
SALTERS ROAD IMPROVEMENTS PROJECT
RENDERING 4A**

Proposed Improvements



US 76 Chattooga River



US 76 Chattooga River



Street Light Layout





Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: September 16th, 2013

SUBJECT: GPATS Public Participation Plan

As part of the 2013 federal recertification review of GPATS conducted by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), GPATS was asked to develop a new Public Participation Plan that would include measures of effectiveness and additional tools for public outreach, among other requirements.

GPATS staff solicited input from the Citizens Advisory Committee in June, and developed a draft document in July. The draft GPATS Public Participation Plan is attached for your review (**Attachment 4.2**). The plan outlines the use of tools such as surveys, the GPATS website, social media applications, meetings and workshops, and news media. **Staff is requesting approval of the GPATS Public Participation Plan.**

GPATS

Public Participation Plan

Greenville-Pickens Area Transportation Study
August 2013 **DRAFT**

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505, [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.





TABLE OF CONTENTS

Section 1: Purpose of the Public Participation Plan

Section 2: GPATS Organization, History, and Committees

Section 3: Overview of GPATS plans

Section 4: Federal Agency Requirements for Public Participation

Section 5: Consultation with Stakeholders

Section 6: Comment Periods

Section 7: Evaluation and Updates

Section 8: Public Participation Strategies

8.1: GPATS website

8.2: News Media

8.3: Legal Advertisements

8.4: Webinars

8.5: Social Media

8.6: Public Meetings

8.7: Presentations and Workshops

8.8: Flyers

8.9: Comment Forms

8.10: Surveys

Section 9: Evaluation Matrix

I: Purpose of the Public Participation Plan

The public participation plan for the Greenville-Pickens Area Transportation Study (GPATS) describes tools and strategies to ensure accurate and timely public information and participation in transportation planning. The plan describes the transportation planning process, public involvement methods, and evaluation measures for public involvement activities.

2: GPATS Organization, History, and Committees

The Greenville-Pickens Area Transportation Study (GPATS) is the Metropolitan Planning Organization, or MPO, for the Greenville Urbanized Area. MPOs were created in the 1960s and required for any Census-defined Urbanized Area with a population of 50,000 or more. MPOs were created to ensure that transportation planning is carried out on the regional scale, in order to allocate federal and other transportation funding most efficiently.

There are 11 MPOs in the state of South Carolina, and GPATS is one of the largest in terms of funding and population. GPATS covers a significant portion of Greenville County and Pickens County, and smaller portions of Anderson, Laurens, and Spartanburg counties. It contains the municipalities of Central, Clemson, Easley, Fountain Inn, Greenville, Greer, Liberty, Mauldin, Norris, Pelzer, Pendleton, Pickens, Simpsonville, Travelers Rest, West Pelzer, and Williamston. It covers an area of 777 square miles and is home to more than 500,000 residents. GPATS is a separate entity from the South Carolina Department of Transportation (SCDOT), which maintains and manages a large percentage of the roads within the state. Additionally, many of the municipalities and counties within GPATS manage their own transportation projects within their boundaries.

GPATS is responsible for conducting regional transportation planning and overseeing transportation investments. GPATS is involved in transportation projects that utilize federal funding within the boundary area.

GPATS works with road projects, safety projects, bicycle and pedestrian projects, and public transit. GPATS provides staff and technical assistance with a number of local plans, projects, and initiatives, and also provides funding to other agencies to carry out transportation-related studies.

The main source of funding for GPATS projects comes from Guideshare, which is known as Surface Transportation Program (STP) funding in other states. Guideshare money is federal funding that is funneled through the South Carolina Department of Transportation (SCDOT) to the MPOs in the state. GPATS is the third-largest MPO in South Carolina, and receives \$14.8 million in Guideshare funding each year.

GPATS committees are intended to ensure input from citizens, technical staff, and policy makers. These three committees participate in the development of plans and policies for GPATS.

Policy Committee:

The GPATS Policy Coordinating Committee, comprising elected and appointed officials from around the region, approves the scheduling of projects, the allocation of funds, and helps to guide the development of the region’s transportation infrastructure. This includes, but is not exclusive to, roads and highways, mass transit, bicycle and pedestrian facilities, and freight. The Policy Committee meets a minimum of four times each year, and may hold additional called meetings as necessary.

Study Team:

The GPATS Study Team consists of planners, engineers, administrators, and other planning professionals representing the jurisdictions within GPATS. The Study Team is responsible for assisting in the development and evaluation of GPATS plans, projects, and other products, and they make recommendations to the Policy Committee. The GPATS Study Team meets approximately three weeks before each Policy Committee meeting.

Citizens Advisory Committee:

The existing GPATS Citizens Advisory Committee was established in 2011, and includes representatives from all areas of GPATS. The CAC is responsible for attending meetings and providing feedback to GPATS staff regarding plans, surveys, meetings, and any other requested items. The CAC meets four times each year, approximately two weeks before each Policy Committee meeting.

3: Overview of GPATS plans

There are three especially important documents that guide GPATS’s operations. They are the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

The LRTP is a 25-year financially constrained multimodal plan, meaning that it looks at not only road projects but also transit and bicycle/pedestrian projects. It is developed in conjunction with local planning agencies within GPATS, the South Carolina Department of Transportation (SCDOT), and significant public participation.

After projects have been evaluated, they are included in order of priority in the LRTP. The “funded improvements” list includes all projects that GPATS will be able to fund in the next 25 years, assuming current funding levels. The LRTP also includes an “unfunded needs” list, in case additional funding becomes available.

The TIP is a list of projects that have been approved to receive funding over the next five years. As projects are allocated funding, they are advanced from the LRTP into the TIP, in order of priority. Once a project is in the TIP, the expenses are allocated by fiscal year (preliminary engineering, right-of-way acquisition, construction, etc.).

The UPWP details the transportation planning activities being carried out by GPATS each year. These activities include the Public Involvement Program, software and equipment purchases, staff education, multimodal planning, short and long-range planning, and special transportation studies.

4: Federal Agency Requirements for Public Participation

The policy of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is to support proactive public participation at all stages of planning and project development. State departments of transportation and MPOs are required to develop effective public participation processes. The performance standards for these proactive public involvement processes include:

- ◆ Early and continuous involvement
- ◆ Collaborative input on alternatives, evaluation criteria, and mitigation needs
- ◆ Open meetings where matters related to federal-aid highway and transit programs are being considered
- ◆ Open access to the decision-making process

5: Consultation with Stakeholders

The current federal transportation legislation, MAP-21, continues to emphasize the importance of MPO coordination with interested parties during the development of products and documents. GPATS will involve the following: citizens, affected public agencies, representatives of public transportation, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of bicycle and pedestrian facilities, representatives of the disabled, and other interested parties identified by GPATS in its outreach efforts.

GPATS has established, and will continue to maintain, a list of representatives for all stakeholders mentioned above. These stakeholders will be contacted directly and/or involved through meetings to solicit their input and involvement during the plan development process. GPATS will continue to actively coordinate its planning and public involvement efforts with planning-related agencies and representatives through a variety of forums, including Policy Committee meetings, Study Team meetings, Citizens Advisory Committee meetings, Greenville Transit Authority meetings, Chamber of Commerce meetings, Ten at the Top meetings, and various local government agency meetings.

6: Comment Periods

The standard GPATS comment period will be 15 days, which will apply to all meetings, plans, updates, and corrections requiring advertisement. A longer comment period may be established by GPATS for specific plans. GPATS will offer comment periods for the following: development and updates of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP); amendments to the LRTP, TIP, and UPWP as required by SCDOT; all public meetings; the development of corridor/area plans, the development of transit or bicycle/pedestrian plans, and the development of all other transportation-related plans. At a minimum, the above-mentioned items will be advertised in local newspapers and through the GPATS website. Additional methods as detailed in Section 8 will be used depending on the type of product or document.

7: Evaluation and Updates

The tools and strategies detailed in this Public Participation Plan will be evaluated annually, at the end of each GPATS fiscal year (June 30th). The Public Participation Plan will be updated every three years at a minimum, with the next update in 2016.

Section 8: Public Participation Strategies

8.1: GPATS Website

In early 2012, GPATS worked with a local web design firm to create a new website, www.gpats.org. The website offers a user-friendly format and gives the public and policy makers easy access to GPATS plans, projects, maps, meeting information, and more. The website includes:

- an interactive Google map that provides details and termini for all scheduled road projects
- a list of GPATS Policy Committee members, Study Team, and staff, with contact information
- a Citizen's Guide to GPATS
- maps of the GPATS study area
- a calendar listing of all upcoming GPATS meetings, webinars, and other events
- UPWP, TIP, and LRTP documents
- information on Air Quality, Safe Routes to School, and other transportation-related programs
- information on local transit service and bicycle and pedestrian planning in the area
- reports from special studies
- traffic counts from SCDOT and Greenville County data
- news items regarding local meetings, projects, and other developments in transportation

Staff tracks website visits and usage through a weekly report from Google Analytics.

8.2: News Media

GPATS staff works with the Greenville County Governmental Affairs Coordinator to disseminate information to the local media. GPATS meeting information and project details have been covered in the local newspapers, on local television news stations, and on local radio. GPATS staff members make themselves available to reporters to be interviewed when there is interest in a story, and staff works through the Governmental Affairs Coordinator to keep reporters updated when there are developments in a previous story.

8.3: Legal Advertisements

GPATS advertises all comment periods and public meetings for the UPWP, TIP, and LRTP by legal advertisements in the Greenville News, the largest newspaper in the GPATS area. Scheduled GPATS Policy Committee and Study Team meetings are held at Greenville County Square; notices are posted on the GPATS website (www.gpats.org) and on a central bulletin board at the county office complex, in compliance with state law for advertising public meetings.

8.4: Webinars

Since 2011, GPATS has made it a priority to host several webinars each year on a variety of transportation topics. These events are open to the public and advertised through the website and through an e-mail list. The webinars purchased by GPATS are typically offered through the American Planning Association (APA) and the Association of Pedestrian and Bicycle Professionals (APBP).

8.5: Social Media

GPATS and Greenville County are beginning to explore the use of social media tools in communicating with the public and gaining feedback on plans and projects. GPATS aims to begin using tools such as Twitter, Facebook, and live chat by early 2014 to better reach stakeholders. GPATS has begun using “virtual meeting” capabilities, and will use this tool in the development of a pedestrian/bicycle plan in 2013 and 2014.

8.6: Public Meetings

Depending on the specific issues and needs involved, staff conducts various types of public meetings to communicate information and receive input and comments. GPATS Policy Committee meetings are held at least four times each year, and the public is made aware of the meetings through the website and through legal advertisements as noted in 7.3. Meetings are held in ADA-accessible locations within Greenville County Square.

Meetings and workshops that tie in with specific projects, such as an update of the Long Range Transportation Plan or a corridor study, are advertised to the public through local media, the GPATS website, and through legal advertisements.

These meetings are held in a variety of locations and at a variety of times to make it feasible for a larger number of people to attend. GPATS has experimented with various meeting formats, and has typically found “drop-in” style meetings to be more successful in terms of attendance. At these meetings, GPATS staff may give a short presentation, and then are available to speak with attendees, answer questions, and gather input and ideas from the public regarding their transportation concerns.

8.7: Presentations and Workshops

The Greenville County Planning Department developed a “speakers bureau” in 2011, and GPATS staff members have spoken to various groups through this effort, including the young Rotarians group, local developers, local surveyors, and others.

GPATS staff periodically makes presentations to undergraduate and/or graduate students, community groups, civic groups, and other organizations as requested. Through these presentations, attendees are encouraged to become involved in the local transportation planning process.

Workshops provide the public with an opportunity to provide direct input to the planning process, usually through exercises that involve marking up maps to identify problems, issues, and suggested actions and/or listing issues and desired improvements to the transportation system.

8.8: Flyers

Flyers are developed to announce public meetings and other events. These flyers are distributed electronically to the GPATS contact list, and paper copies are posted in public buildings and, where possible, in businesses within the affected areas of corridor studies and special studies.

8.9: Comment Forms

Comment forms are available through the GPATS website and at public meetings held by GPATS. Staff takes the appropriate action depending on the nature of the comments. Most comments received through the GPATS website are seeking information regarding a specific project, and staff responds directly to these requests. Comment forms received through meetings are addressed by the appropriate agency.

8.10: Surveys

GPATS develops both scientific surveys and non-scientific surveys. As part of the recent Long Range Transportation Plan update, GPATS created a scientific survey that was sent to 2,000 households within the GPATS area. This survey provided valuable feedback on transportation priorities, and also will serve as a baseline for another survey to be conducted in 2015. GPATS develops online and print surveys for various projects, and distributes them through meetings and through the GPATS website.

GPATS Public Participation Plan Evaluation Matrix

STRATEGY	EVALUATION CRITERIA	PERFORMANCE GOAL	STRATEGIES TO IMPROVE
GPATS Website	Number of website visits, as tracked by Google Analytics on a weekly basis	30 unique website visits per week	Request a link from other websites when appropriate; make meeting attendees aware of website
News Media	Percentage of public meeting attendees who learn of meeting through this method	10 percent or more of meeting attendees learn of event through news media	Seek opportunities for follow-up stories, improve and maintain relationships with reporters
Legal Advertisements	Not Applicable	Not Applicable	Not Applicable
Webinars	Percentage of attendees not seeking CE credits through the webinar	20 percent or more of meeting attendees are not seeking CE credit through webinar	Continue to build distribution list
Social Media	Percentage of meeting attendees who learn of meeting through this method	10 percent or more of meeting attendees learn of event through social media	Post items more frequently; link from GPATS website to social media and vice versa
Public Meetings	Number of attendees	Depends on purpose of meeting and format of meeting	Offer variety of meeting formats; ask attendees how they learned of meeting to determine best methods
Presentations	Whether the information met the needs of the group	Meet informational needs of the group that requested presentation	Improve communication in advance to determine needs

GPATS Public Participation Plan Evaluation Matrix

STRATEGY	EVALUATION CRITERIA	PERFORMANCE GOAL	STRATEGIES TO IMPROVE
Flyers	Percentage of meeting attendees who learn of meeting through this method	10 percent or more of meeting attendees learn of event through flyers	Distribute flyers at businesses near the location of meeting
Comment Forms	Number of responses from meeting attendees	25 percent or more of meeting attendees complete comment forms	Suggest attendees submit comment form through website if more convenient
Surveys	Number of responses or response rate, depending on type of survey	For scientific surveys, a response rate of 20 percent or more. For non-scientific surveys, the goal varies depending on the size of the audience surveyed	Link all surveys to GPATS website; distribute current survey(s) at all GPATS public meetings

GPATS Projects Status Report – Sept, 2013

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

Interstate

I-385 Design-Build Widening: widen 5.5 miles from south of I-185/US 276 to south of Woodruff Road and repave an additional 1.5 miles to north of I-85 for a total project length of 7 miles; Lane Construction is the contractor at a total estimated cost of \$78 million (including \$36.9 million ARRA funds) and a duration of 745 days (October 2012 completion); final asphalt paving completed summer 2013

I-85/I-385 Interchange: design-build project to complete the 6-laning of I-385 from south of Woodruff Road to north of I-85; auxiliary lanes and additional ramp pavement on I-85 between Pelham Road and I-385, collector-distributor roads along I-385 and replacing loop ramps with directional ramps; this project will also replace the Roper Mountain Road bridge over I-85; design public hearing held 11/15/2012; final environmental approval from FHWA on 2/4/13; Request for Qualifications (RFQ) issued July 2013, with the issue of the final Request for Proposals (RFP) scheduled for October 2013, and with contract execution Feb/March 2014; construction is anticipated to occur 2015/16/17; estimated \$240 million budget to cover all PE, R/W, utility relocation and construction costs

I-85 Resurfacing: resurface northbound I-85 from near White Horse Road to near Laurens Road and southbound I-85 from near Laurens Road to near SC 14; opened bids Dec. 14, 2010; Rea Construction was low bidder at \$20,508,129; final asphalt paving completed summer 2013

ARRA

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

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

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

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

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

GPATS TIP

SC 101/290 N. Buncombe Road in Greer: widen to 5 lanes from Wade Hampton Blvd to SC 101/290 split; a design contract with Coleman-Snow in the amount of \$535,441 was executed 6/22/09; a public information meeting was held 7/22/10 at Greer City Hall; environmental document approved 12/5/2011; R/W acquisition process is underway, with construction scheduled to begin spring 2014; initial construction cost estimate is over budget so currently checking into cost saving options

Batesville Road in Greenville County: widen 2.2 miles of Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from near SC 14 to Roper Mountain Road; includes new traffic signals at Pelham Falls, Anderson Ridge Road and Roper Mountain Road; executed a design contract 9/23/09 with Vaughn & Melton in the amount of \$630,420; a public information meeting was held November 9, 2010, with 310 attendees, with a large majority of the comments favoring relocating Batesville Road to the west side of Ebenezer UMC rather than widening the existing road through the cemetery and displacing 100 graves; contract modification in the amount of \$485,184 approved Aug. 2011 to cover relocation around church and new bridge over Rocky Creek, and more extensive environmental documentation; environmental document approved 1/30/13 with the design public hearing held March 7; substantial number of comments recommended more lanes and/or relief from existing traffic congestion; SCDOT is currently reviewing options for relieving congestion at SC 14 intersection; R/W acquisitions anticipated for 2014 with construction in 2015/16; \$1.75 million of safety funds are available to supplement guideshare funds on this project; investigating cost savings measures including shortening project limits to keep project within budget

SC 183/Alex Drive Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Alex Drive/Saluda View Rd.; environmental document completed October 2010; construction bids opened July 2012, with Thrift Development the low bidder at \$753,372.20; construction began October 2012, with a 7/31/13 completion date; \$1.5 million Appalachian COG funds available for this project; project was substantially complete 8/13/13

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

SC 183/Jameson Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jameson Road and relocate Old Dacusville Road; environmental document completed October 2010; R/W funding is in FY 14 with construction funding in FY 17

S-107 Butler Road in Mauldin: widen Butler road to 5 lanes with curb, gutter and sidewalks adjacent to Mauldin HS and improve the Bridges/Corn Roads intersection; environmental documentation and R/W plans are complete; right of way acquisition process is complete, with construction scheduled to begin early 2014; landscaping and irrigation are included, using enhancement funds matched by the City of Mauldin

Roper Mountain Road in Greenville County: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; public information meeting held July 31, 2012; R/W acquisition process is underway with construction scheduled to begin fall 2014

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; public information meeting held 10/20/11; R/W acquisition process is underway with construction scheduled to begin fall 2014

SC 153 Extension in Easley: extend SC 153 from US 123 to Saluda Dam Road, including new bridges over the railroad and Hamilton Creek; the design contract with CECS in the amount of \$2,233,408 was executed 8/25/10; public info meeting held 10/4/11; environmental document is currently under review, with the design public hearing anticipated for October 2013; R/W acquisitions scheduled for 2014, with construction in 2015/16; the current design contract with CECS will need to be increased by about \$1 million to cover the preparation of R/W and construction plans for Phase 2 (Prince Perry Rd to Saluda Dam Rd); Corps permit anticipated to take 1 year to secure; intent is to combine both phases into one construction contract

Salters Road in Greenville: widen Salters Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85; a design contract with Transystems in the amount of \$1,146,998 was executed 6/24/10; a contract modification for \$219,910.49 was executed March 29, 2012 due to more extensive environmental studies and documentation than initially anticipated; public information meeting held 2/9/12; environmental document approved 6/18/13, and design public hearing held 8/6/13; R/W acquisition process scheduled for first half of 2014; estimated R/W cost is approximately \$1 million but property donations may reduce the cost; construction is scheduled to begin fall 2014, after the conclusion of the para-cycling world championships; intent is to close the road and bridge January through October 2015 while the existing bridge over I-85 is demolished and rebuilt

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

SC 183 @ SC 8 in Pickens: improve the intersections of Farris Bridge Road/Jewel Street, Jewel Street/E. Jones Ave., and improve Jewel Street (SC 8) adjacent to the (former) Pickens HS in the City of Pickens; environmental document approved 7/29/10; R/W acquisition process began late 2010; construction bids were opened in November, with Thrift Development the low bidder at \$2,284,790; construction began in February with a 9/30/2014 completion date

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

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

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

SC 290 @ SC 253 in northern Greenville County: improve the intersection of Locust Hill Road and Mountain View Road in the Sandy Flat community; a public information meeting was held 1/20/11, with the majority of comments opposed to

aligning SC 253 with Pine Log Ford Road; an alternate design with the intersection closer to the existing location was prepared and both designs were presented at a follow-up public information meeting on 10/11/11; based on public feedback, SCDOT is moving forward with a "signalized" design that improves the skew angle but keeps the intersection as close as possible to the existing location and maintains the Keller Road/SC 290 intersection; environmental document approved 2/28/13; R/W acquisitions scheduled for 2014, with construction in 2015

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

Brushy Creek Road @ Strange/Kimbrell Roads adjacent to Eastside HS: improve the intersection of Brushy Creek Road at Strange/Kimbrell Roads by providing additional turning lanes; public information meeting held Oct. 18, 2012, with environmental document approval 2/14/13; R/W acquisitions underway with construction beginning fall-2014

US 178 Ann Street in the City of Pickens: this is a jointly funded project with the Pickens CTC; the intent is to improve US 178 from Main Street to just beyond the Jones Street intersection; the CTC through their consultant (Transystems) will prepare R/W and construction plans utilizing CTC funds, and contribute approx. \$1.4 million towards construction; SCDOT will prepare the environmental document, and manage the R/W, utility relocation and construction phases; a public information meeting was held Feb. 2, 2012; environmental document preparation is underway, with R/W acquisitions scheduled for 2014 and construction for 2015; currently considering the option of adding the reconstruction of the Main/Ann Streets intersection (ranked #8 in LRTP) to the project

SC 146 Woodruff Road Widening in Greenville County: in an effort to match the project scope with the budget, intent is to reduce the scope to improvements to the Woodruff/Scuffletown Roads intersections, including some widening of Scuffletown Road; plan preparation and environmental studies underway, with a public information meeting anticipated for early 2014; R/W acquisitions scheduled for 2014, with construction in 2015

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County; add dual left turn lanes at Five Forks Road and at Bethel Road, and add one lane in each direction to SC 14 between the 2 intersections; PE phase has been initiated and surveys completed; R/W acquisitions scheduled to occur in 2015 with construction in 2016

Roper Mountain Road Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County; widen to 3 lanes with curb/gutter/sidewalk; \$1,496,391 consultant agreement with Florence & Hutcheson executed 1/29/13; R/W acquisitions scheduled for 2015/16 with construction in 2017/18

Roper Mountain Road (S-548) improvements between Roper Mountain Ext. and I-85; widen to 3 lanes with curb/gutter/sidewalk; \$1,114,188 consultant agreement executed with Florence & Hutcheson executed 1/29/13; R/W acquisitions scheduled for 2015/16 and with construction in 2017/18

Fairforest Way Phase 2 improvements between Ridge and Laurens Roads; LPA project with the City of Greenville, using earmark funds matched by the City; R/W acquisitions underway with construction anticipated for 2014

US 25 White Horse Road in Greenville County: bids were opened April 2010 with Eagle Construction the low bidder at \$17.6 million; construction began 7/14/10; substantial completion date was 12/14/ 2012

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

elrodjt@scdot.org

864-239-6098 office

864-982-0080 cell



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 6

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: September 16, 2013

SUBJECT: Transportation Alternatives Program Applications Update

As of September 6, 2013, GPATS Staff is still awaiting the submittal of several applications for the Fiscal Year 2013 Transportation Alternative Program.

In June 2013, the Policy Committee approved seven (7) projects:

- Anderson County - SC 81 Sidewalks
- City of Clemson/Pickens CTC - Berkely Drive Shared Use Path
- City of Simpsonville - Simpsonville Swamp Rabbit Trail
- Anderson School District - Ragsdale Road Sidewalks
- City of Easley - Brushy Creek Greenway Phase 1&2
- City of Mauldin - Fowler Circle Multi-Use Path
- Greenville County - Poinsett Corridor Pedestrian and Landscaping

Fiscal Year 2013 will end on September 30, 2013, and those projects who have not received SCDOT Commissioner Approval or at least have made headway in applying by this time may find that their funding approval has been rescinded. Staff will update the Policy Committee on the status of the applications, and those jurisdictions with projects in the TIP will be encouraged to speak with their staffs to avoid losing their projects.

In Fiscal Year 2013, Staff was able to leverage several years of funding to cover all of the applications made. This was a one-time thing and the FY2014 funding cycle of applications will be much more competitive.

Projects that do not meet the application deadlines will be removed from the GPATS TIP in an amendment made at the November Called Meeting, and those funds will be rolled over to bolster the FY 2014 funding cycle.

This is being provided for information only; no action is required.



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 7

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: September 16, 2013

SUBJECT: GPATS Policy Committee Meeting Schedule for Calendar 2014

As always in our last regular meeting of the calendar year, GPATS Staff has provided the meeting dates for the upcoming year. Please see **Attachment 7.2**.

Of note, please take notice of the meeting location change, which has moved from Conference Room A to Suite 400. This location is the former site of the Greenville County Planning Department, currently being renovated into a conference room of sufficient size to house the Policy Committee and visitors.

Staff would like to thank all Policy Committee members and visitors for their attendance in 2013, and will look forward to a productive 2014.

This is being provided for informational purposes only; no action is required.



GPATS Policy Coordinating Committee 2014 Meeting Schedule

Monday, January 27

10 a.m., Suite 400

Greenville County Square, 301 University Ridge, Greenville

Monday, March 17

10 a.m., Suite 400

Greenville County Square, 301 University Ridge, Greenville

Monday, June 16

10 a.m., Suite 400

Greenville County Square, 301 University Ridge, Greenville

Monday, September 15

10 a.m., Suite 400

Greenville County Square, 301 University Ridge, Greenville